



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2015-000453ENV
Project Address: 88 Arkansas Street
Zoning: UMU (Urban Mixed-Use) Zoning District
48-X Height & Bulk District
Block/Lot: 3953/002 & 002A
Lot Size: 29,998 square feet (combined for two lots)
Plan Area: Eastern Neighborhoods Area Plan (Showplace Square/Potrero Hill)
Project Sponsor: Julie Heinzler, Martin Building Company, (415) 348-4644
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PROJECT DESCRIPTION

Project Site

The project site is an approximately 30,000-square-foot (sf) area located in the Potrero Hill neighborhood and within the Showplace Square/Potrero Hill subarea of the Eastern Neighborhoods Area Plan (see **Figure 1**). The project site is comprised of two adjacent lots: 88 Arkansas Street/1500 17th Street (Lot 002) and 1530 17th Street (Lot 002A). The lots are located on Assessor's Block 3953, which is bounded by 17th Street to the south, 16th Street to the north, Arkansas Street to the east, and Wisconsin Street to the west. The project site currently contains two industrial buildings (see **Figure 2**). Lot 002A is developed with an approximately 9,485-gross-square-foot (gsf), 19-foot-tall, one-story-with-mezzanine industrial building. The building was constructed in 1923 and is currently vacant. Lot 002 is developed with an approximately 16,075-gsf, 24-foot-tall, two-story industrial building and a 4,440-sf surface parking lot, which provides space for approximately 13 vehicles. The rearmost portion of the building is approximately 31 feet tall. The building was constructed in 1906. Approximately 6,000 sf of the building on Lot 002 is currently occupied by Volta Industries. Collectively, the buildings provide approximately 25,560 gsf of Production, Distribution, and Repair (PDR) space.

Vehicular access to the buildings on the project site is provided by three curbs cuts: two curb cuts along the 17th Street frontage (approximately 14 feet and 18 feet wide) and one curb cut along the Arkansas Street frontage (approximately 38 feet wide). An approximately 42-foot-wide curb cut, located on Arkansas Street, is inactive and has been painted white. It currently serves as two, perpendicular on-street parking spaces. Access to the surface parking lot is provided via an approximately 38-foot-wide curb cut off Arkansas Street. Approximately four parallel parking spaces are located along the 17th Street frontage and approximately 15 perpendicular parking spaces are provided along the Arkansas Street frontage. There are no on-street loading spaces.

Project Characteristics

The proposed project would demolish the two, one-story-over-basement buildings and surface parking lot on the project site. The sponsor proposes to construct an approximately 143,990-gsf, five-story mixed-use building. The proposed building would be approximately 48 feet tall (up to 65 feet tall with staircase and

elevator penthouses) and include approximately 111,695 gsf of residential space and 3,275 gsf of retail space. An approximately 29,020-gsf, below-grade parking garage would provide off-street parking for about 98 vehicles, including one car share space and two Americans with Disabilities Act (ADA) - accessible spaces. The project would provide 127 Class I bicycle parking spaces and 1 Class II bicycle parking space in the garage, which would be accessed via an approximately 12-foot-wide curb cut on Arkansas Street that would be created by reducing an existing, roughly 42-foot-wide curb cut. Approximately 12 Class II bicycle spaces would be placed on the southwest corner of the project site. **Table 1**, below, lists the proposed project features.

Table 1 – Proposed Project Features

Use	88 Arkansas Street (Existing)	88 Arkansas Street (Proposed)
PDR	25,560 sf	0
Residential	0	111,695 sf (127 units)
Office	0	0
Retail	0	3,275 sf
Parking	4,440 sf (surface)	29,020 sf (subterranean)
Total	30,000 sf	143,990 sf
Number of buildings	2	1
Number of stories	1-2	5
Height to Roofline(s)	24 feet	48 feet
Parking Spaces	13	98
Bicycle Parking Spaces	0	140

The residential component of the proposed project would include approximately 25 studio apartments, 51 one-bedroom apartments, 41 two-bedroom apartments, and 10 three-bedroom apartments, for a total of 127 residential dwelling units. Twenty-five of the dwelling units (twenty percent) would be designated affordable units (see **Table 2**). Two entrances to the residential portion of the building would be located along the Arkansas Street frontage. On the ground floor, five of the residential units fronting Arkansas Street would have direct street access. The retail component of the proposed project would be located on the ground floor with pedestrian access provided via three entrances along the 17th Street frontage. Proposed open space would be comprised of private balconies, two interior courtyards on the ground floor, an approximately 1,295-sf solarium on the fifth floor, and an approximately 2,515-sf artificial turf area and 2,315-sf deck on the roof. The approximately 185-sf north courtyard would be located in the northwest corner of the project site and the approximately 2,790-sf south courtyard would be located along the western perimeter of the project site (see **Figure 4**).

Table 2 – Proposed Residential Dwelling Unit Mix

Unit Type	Market Rate Units	Affordable Units	Total Units
Studio	20	5	25
1 Bedroom	41	10	51
2 Bedroom	33	8	41
3 Bedroom	8	2	10
Total	102	25	127

A new bulb-out extension is proposed for the northwest corner of the project site at the 17th Street and Arkansas Street intersection. The bulb-out would not extend into traffic lanes. A fire hydrant exists at this location, and may need to be relocated in order to accommodate the proposed bulb-out. The project also proposes to widen the portion of the sidewalk along Arkansas Street not included in the bulb-out to approximately 24 feet wide. Roughly six on-street parallel parking spaces would be provided on 17th Street and four on-street parallel parking spaces would be provided on Arkansas Street, one of the spaces on Arkansas Street would be ADA accessible. On-street loading space would be provided by an approximately 45-foot-long loading zone located between the parallel parking spaces and garage entrance on Arkansas Street. The on-street parking spaces that would be located along 17th Street would be created by removing a 14-foot-long curb cut and an 18-foot-long curb cut, for a total of 32 feet of restored curb length. The on-street parking and loading spaces that would be located along Arkansas Street would be created by reducing a 42-foot-long curb cut to 24 feet in length.

The project site includes approximately eight street trees along the Arkansas Street frontage and four street trees along the 17th Street frontage. The proposed project would retain all of the existing street trees on the project site and provide an additional three street trees on 17th Street and two street trees on Arkansas Street. The proposed project is also seeking Leadership in Energy and Environmental Design (LEED) ® for Homes Platinum certification from the U.S. Green Building Council.

Project Construction

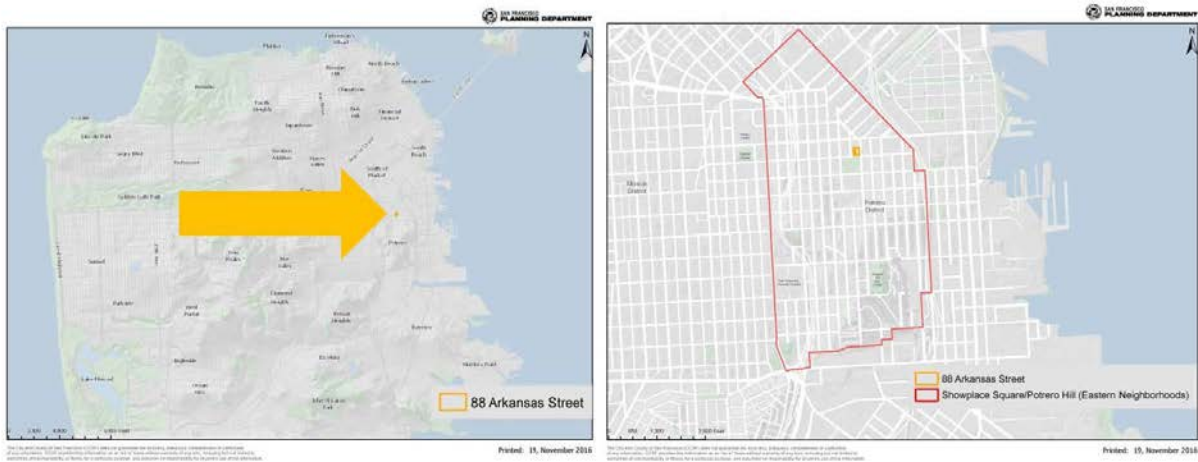
On-site construction work would consist of abatement and demolition of the existing structures, excavation and subgrade work (including subsurface treatment, if required by the Department of Public Health (DPH)), installation of the foundation, construction of the superstructure, exterior wall construction and finishes, and interior construction and finishes. Project construction is anticipated to last approximately 19 months.

Abatement and demolition of the existing buildings on the project site would be completed in approximately one month. Following demolition, the project site would be excavated to a maximum depth of roughly 20 feet below grade, resulting in approximately 18,000 cubic yards of soil disturbance. The project sponsor proposes to export all of the excavated soil in one phase. Creation of temporary slopes and shoring would also take place during this phase, which is expected to last approximately three months.

Due to the presence of heterogeneous fill and weak marsh deposits on the site, the project sponsor proposes to support the building using a mat slab foundation. Installation of the foundation is expected to last approximately two months.

The structure of the proposed building would be constructed over the course of approximately five months. The last month of this phase would overlap with the first month of the exterior finishing phase, which would take approximately four months to complete. Towards the second month of exterior finishing, the contractor would begin constructing the building's interiors. It is expected that the building's interiors would be installed within approximately seven months.

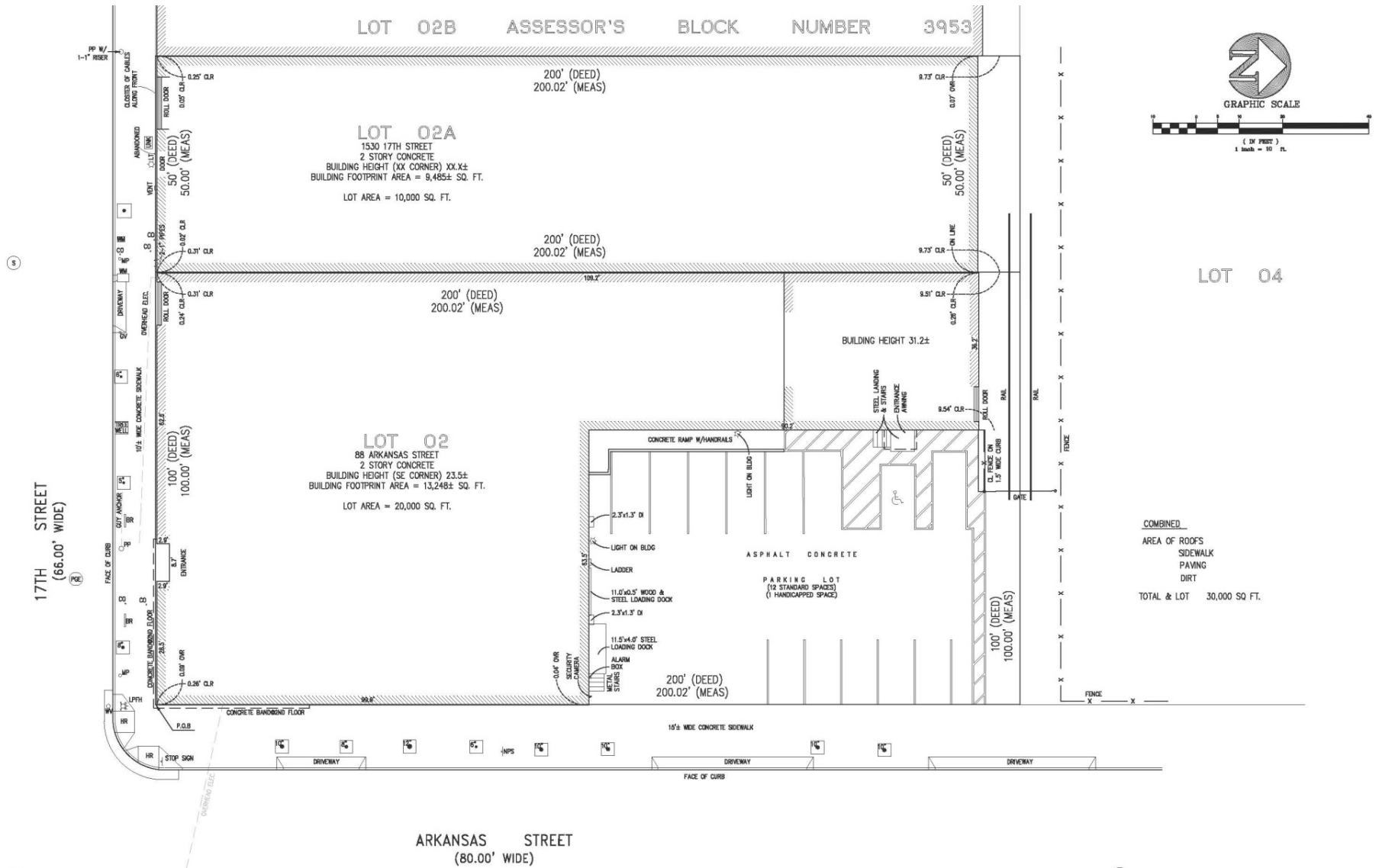
Figure 1 – Project Site Location



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

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Figure 2 – Existing Site Plan



COMBINED
AREA OF ROOFS
SIDEWALK
PAVING
DIRT
TOTAL & LOT 30,000 SQ. FT.

Figure 3 – Proposed Project Site Plan



Figure 4 – Proposed Landscaped Site Plan



Figure 5 – Proposed Basement Plan



Figure 6 – Proposed Ground Floor

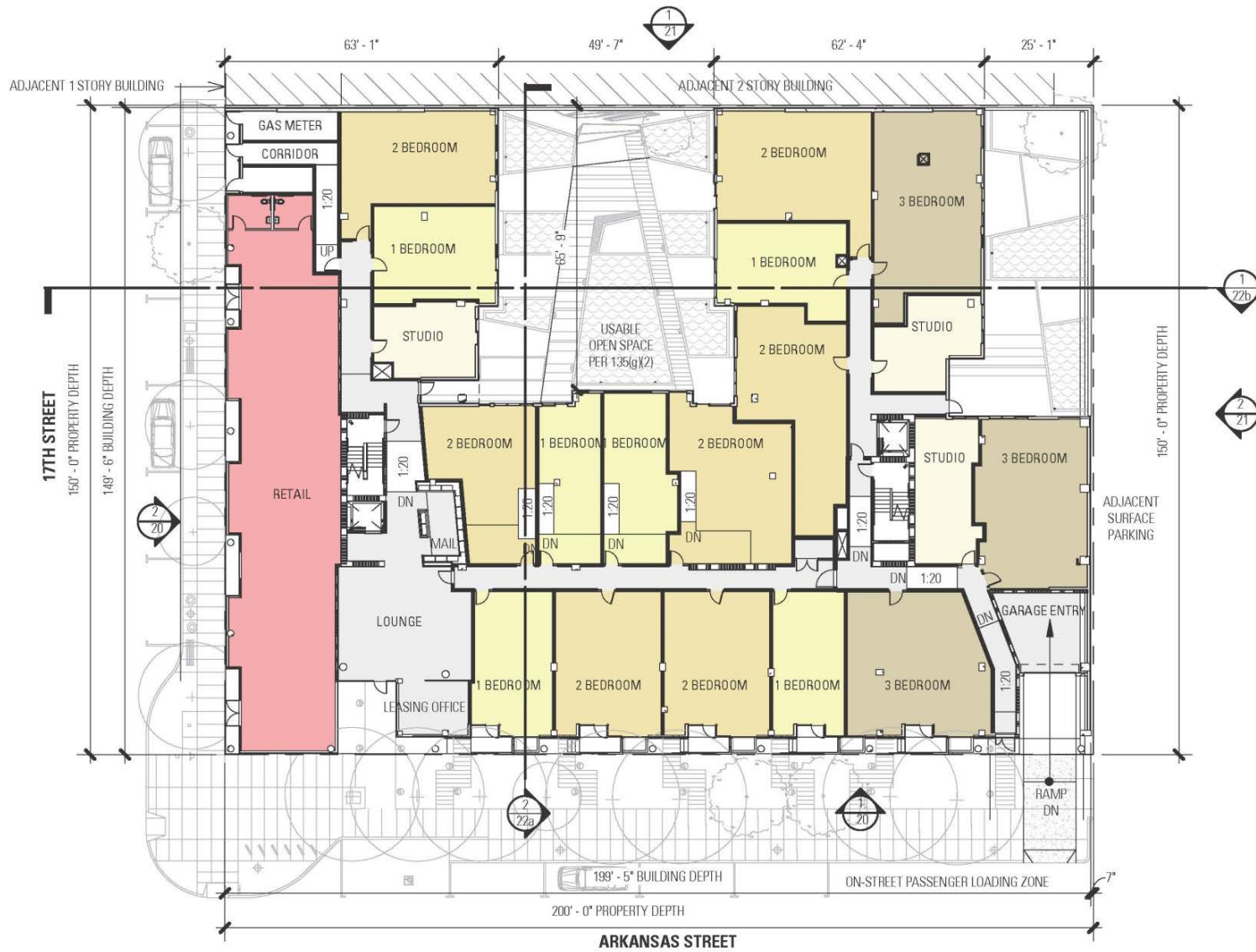


Figure 7 – Proposed Second Floor



Figure 8 – Proposed Third and Fourth Floors



Figure 9 – Proposed Fifth Floor



Figure 10 – Proposed Roof Plan

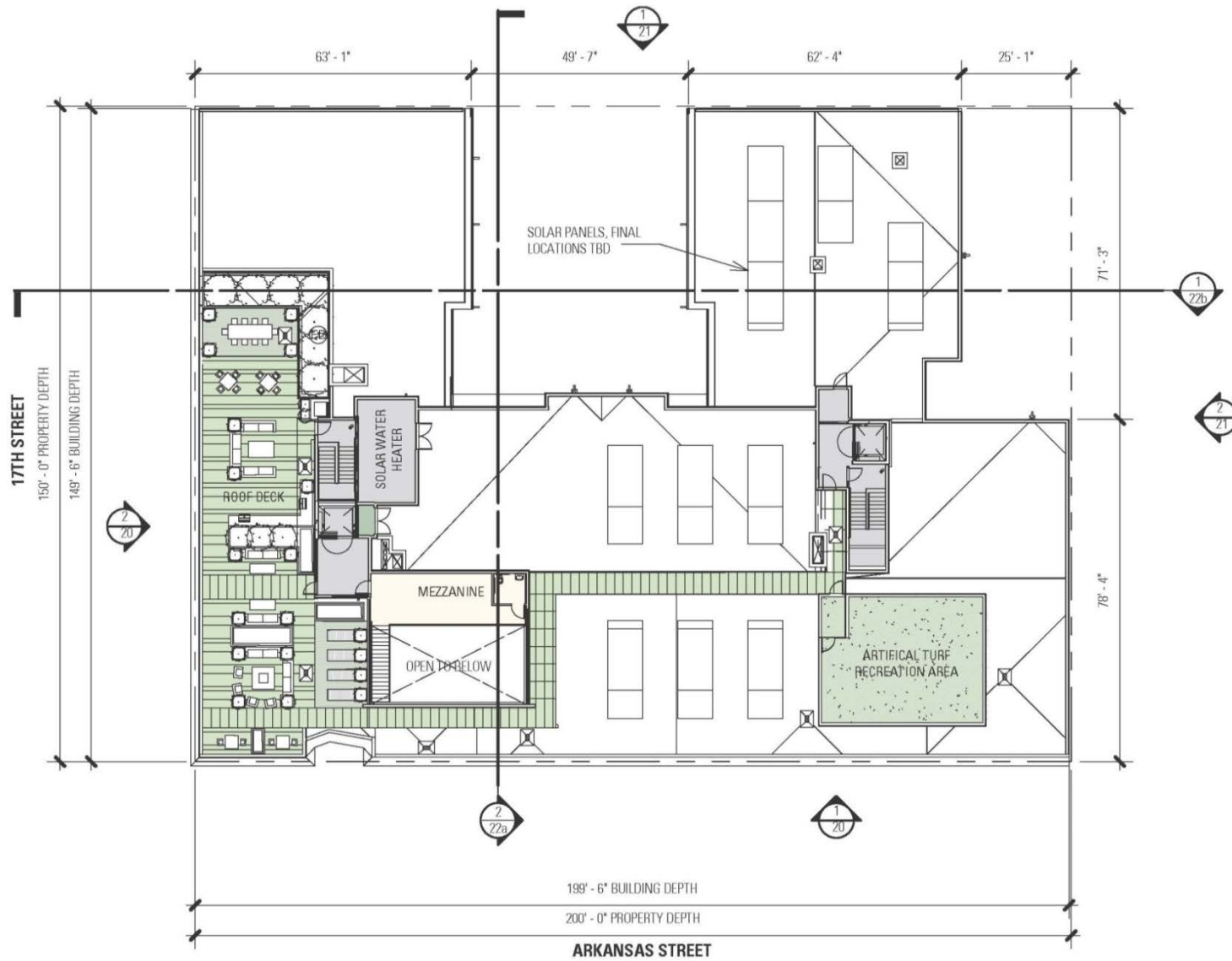
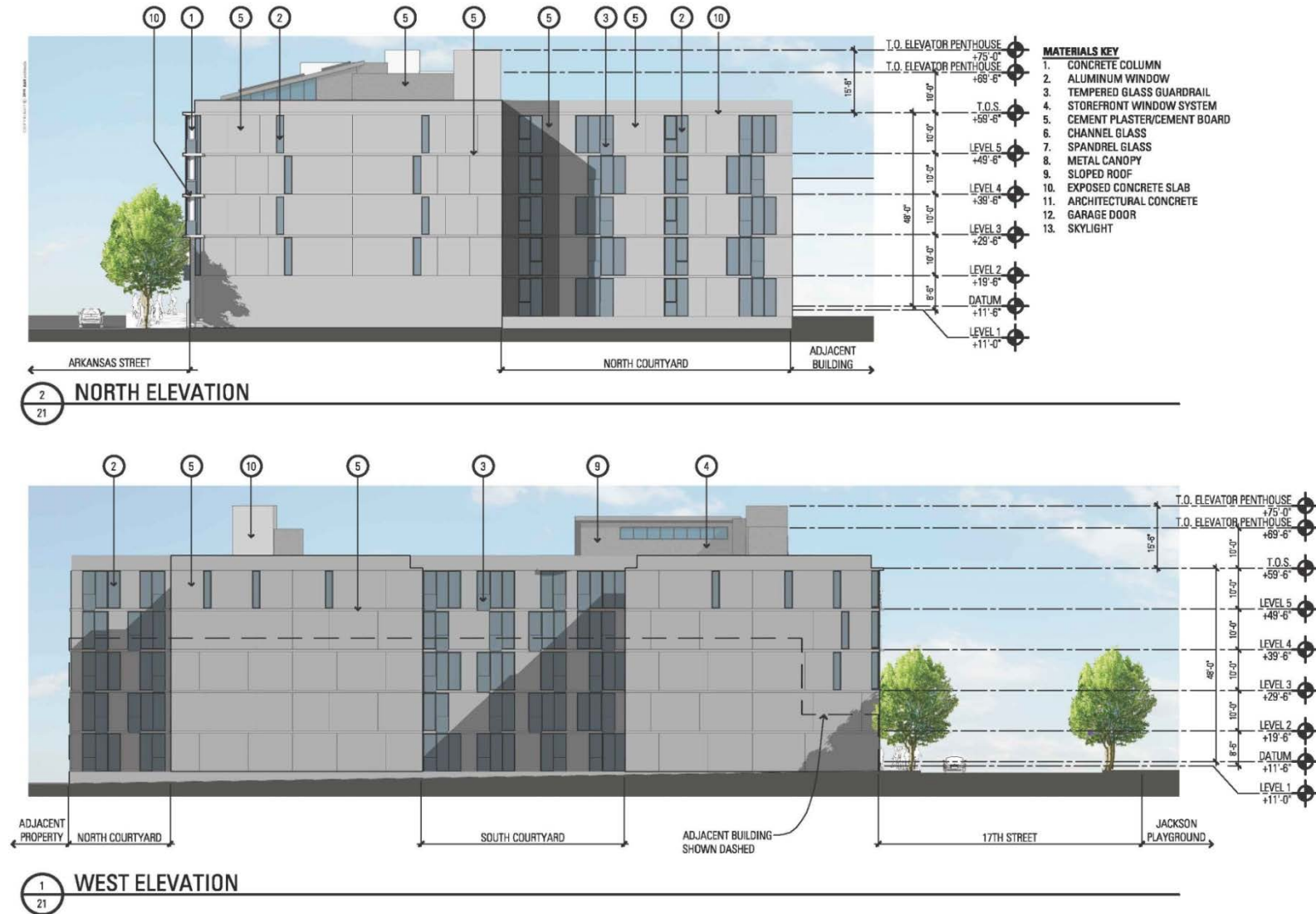


Figure 11 – Proposed East and South Elevations (Arkansas Street and 17th Street)



- MATERIALS KEY**
- 1. CONCRETE COLUMN
 - 2. ALUMINUM WINDOW
 - 3. TEMPERED GLASS GUARDRAIL
 - 4. STOREFRONT WINDOW SYSTEM
 - 5. CEMENT PLASTER/CEMENT BOARD
 - 6. CHANNEL GLASS
 - 7. SPANDREL GLASS
 - 8. METAL CANOPY
 - 9. SLOPED ROOF
 - 10. EXPOSED CONCRETE SLAB
 - 11. ARCHITECTURAL CONCRETE
 - 12. GARAGE DOOR
 - 13. RAIN SCREEN OR CEMENT BOARD

Figure 12 – Proposed North/South and East/West Sections



Project Setting

The project site vicinity is characterized by a mix of industrial, PDR, educational, retail, office, and open spaces uses. The subject block, along with the blocks to the east and west of the project site between 16th and 17th Streets, is zoned UMU (Urban Mixed Use). The block north of the project site on the north side of 16th Street is zoned PDR-1-D (Production, Distribution, and Repair – 1 Design). The block directly south of the project site is occupied by Jackson Playground and Recreation Center and is zoned P (Public). The majority of the block southwest of the project site is zoned RH-3 (Residential-House, Three Family). RH-2 (Residential-House, Two Family) districts are also located in the site vicinity. The project site, along with adjacent lots to the east and west of the site, are within a 48-X height and bulk district. The project vicinity includes 68-X height and bulk districts (on lots north of the project site) and 40-X height and bulk districts (on lots south of the project site).

The low-density scale of development in the project site vicinity includes one- to three-story-tall residential and commercial buildings. An approximately 15-foot-tall, one-story entertainment venue is located on the southwest corner of the block just west of the project site and the one-story portion of a commercial building on the southeast corner of the subject block is approximately 15 feet tall; however, the remainder of the buildings on the subject block and in the site vicinity are approximately 20 to 40 feet tall. On the subject block, retail and warehouse buildings are adjacent to the portion of the project site fronting 17th Street. One-story office and warehouse buildings front Arkansas and Wisconsin Streets, including a retail store and warehouse space with frontage on Wisconsin and 16th Streets. A surface parking lot, with frontage on Wisconsin Street and Arkansas Street, is located in the middle of the subject block. An abandoned rail spur is located between the parking lot and the project site. A one-story industrial building is located across from the project site on the east side of Arkansas Street. A one-story auto body shop and one-story warehouse are located on the west side of Wisconsin Street. Other uses in the area include Live Oak School (one block south of the project site), Anchor Steam Brewery (one block southwest), Thee Parkside bar and music venue (one block west), and The Connecticut Yankee restaurant (one block east).

As previously mentioned, the subject block is bounded by 16th, 17th, Arkansas, and Wisconsin Streets. Running east/west, 16th and 17th Streets are two-lane, two-way streets with parallel parking on both sides. 16th and 17th Streets are part of Citywide Bicycle Route 40. Running north/south, Arkansas and Wisconsin Streets are unstriped two-lane, two-way streets with parallel parking on the east side of each street and perpendicular parking on the west side of each street. Arkansas and Wisconsin Streets are not part of the Citywide Bicycle Network. With regards to the subject block, the sidewalks along 16th and 17th Streets are approximately 10 feet wide and the sidewalks along Arkansas and Wisconsin Streets are approximately 15 feet wide. Roughly 379 on-street parking spaces are located within the area bounded by 16th Street to the north, 17th Street to the south, Arkansas Street to the east, and Carolina Street to the west with additional on-street parking provided throughout the project site vicinity. The site vicinity does not contain any city-owned or public off-street parking facilities. The off-street parking facilities in the vicinity of the project site primarily serve employees and patrons of private businesses.

Required Approvals

The proposed 88 Arkansas Street project would require the following approvals:

Actions by the Planning Commission

- **Large Project Authorization.** Pursuant to Planning Code Section 329, the proposed project requires a Large Project Authorization (LPA). LPAs are required for new construction greater than 25,000 gross square feet in Urban Mixed Use (UMU) Zoning Districts. The LPA would also authorize project-specific modifications to the following Planning Code requirements:
 - Rear Yard (Planning Code Section 134)
 - Exposure (Planning Code Section 140)
 - Loading (Planning Code Section 152.1)
 - Dwelling Unit Mix (Planning Code Section 207.6; Interpretation of Planning Code Section 102.29)

Actions by other City Departments

- **Department of Building Inspection (DBI).** Approval of demolition, grading, building and occupancy permits for demolition of the existing structures and new construction.
- **Department of Public Health (DPH).** Approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work, and approval of a Soil Mitigation Plan and Dust Control Plan prior to construction-period activities.
- **San Francisco Fire Department (SFFD).** Approval of any changes to the location of existing fire hydrants and water valves.
- **San Francisco Municipal Transportation Agency (SFMTA).** Approval of all proposed changes in curb cuts and parking zones pursuant to the SFMTA Color Curb Program. Coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network.
- **San Francisco Public Works Department (Public Works), Bureau of Streets and Mapping.** Approval of modifications to public sidewalks, street trees, curb cuts, and bulb out extensions.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of a stormwater control plan and an erosion and sediment control plan prior to commencing construction.

Approval of the Large Project Authorization by the Planning Commission would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern

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

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

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

The proposed project would include construction of an approximately 48-foot-tall, 142,635-gsf mixed-use building. The proposed building would encompass approximately 111,620 gsf of residential space (127 dwelling units), 3,275 gsf of commercial space, and a 27,740-gsf below-grade parking garage with space for 98 vehicles and 107 bicycles. 25 of the proposed dwelling units (or 20 percent) would be below market rate. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regulating Aesthetics and Parking Impacts for Transit Priority Infill, effective January 2014 (see associated heading below);

¹ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. This material and subsequent materials are available for review at the Planning Department, 1650 Mission Street, Suite 400, under the aforementioned Case No. and/or Case No. 2015-000453ENV.

- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section “Transportation”);
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015 (see Checklist section “Noise”);
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section “Air Quality”);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section “Recreation”);
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section “Utilities and Service Systems”); and
- Article 22A of the Health Code amended August 2013 (see Checklist section “Hazardous Materials”).

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods Plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) throughout the lifetime of the Plan (year 2025).² The growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).³

² Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

³ San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003.

As of July 31, 2015, projects containing 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review⁴ within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and foreseeable projects, including the proposed project (3,647 dwelling units and 758,907 square feet of non-residential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 4,885 dwelling units that have completed environmental review, building permits have been issued for 3,710 dwelling units, or approximately 76 percent of those units (information is not available regarding building permits for non-residential square footage). An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

Within the Showplace Square/Potrero Hill subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of approximately 2,300 to 3,900 net dwelling units and 1,500,000 to 1,700,000 square feet net non-residential space (excluding PDR loss) through the year 2025. As of July 31, 2015, projects containing 3,266 dwelling units and 865,849 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the Showplace Square/Potrero Hill subarea. These estimates include projects that have completed environmental review (1,822 dwelling units and 621,768 square feet of non-residential space) and foreseeable projects, including the proposed project (1,444 dwelling units and 244,081 square feet of non-residential space). Of the 1,822 dwelling units that have completed environmental review, building permits have been issued for 1,105 dwelling units, or approximately 61 percent of those units.

Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. The reasonably foreseeable growth in the residential land use category is approaching the projections within the Eastern Neighborhoods PEIR and the non-residential reasonably foreseeable growth is between approximately 34 and 69 percent of the non-residential projections in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. In summary, projects proposed within the Eastern Neighborhoods Plan Area have not exceeded the overall growth that was projected in the Eastern Neighborhoods PEIR; therefore foreseeable growth within the Plan Areas do not present substantial new information that was not known at the time of the PEIR and would not result in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR.

⁴ For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

- a) The project is 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 the Public Resources Code Section 21099 because:

1. The proposed project would include the construction of a mixed-use residential and commercial building, thus meeting the criterion that the proposed project consists of residential, mixed-use residential, or employment center uses;
2. The project site is developed with two industrial buildings and bounded by fully developed lots serving industrial and commercial uses, thus meeting the criterion that the proposed project is located on an infill site; and
3. The proposed project is located within one-half mile of an existing major transit stop, thus meeting the criterion that the proposed project is located in a transit priority area.

The proposed project meets each of the above three criteria, thus this CPE Checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA. Project elevations are included in the project description.

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

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the Plan Areas throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the Plan Area under the No Project scenario. Within the Showplace Square/Potrero Hill subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 991,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use character due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

As of July 31, 2015, projects containing the removal of 1,748,422 net square feet of PDR space have completed or are proposed to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (796,446 square feet of PDR space loss) and foreseeable projects, including the proposed project (951,976 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of July 31, 2015, projects containing the removal of approximately 803,193 net square feet of PDR space have completed or are proposed to complete environmental review within the Showplace Square/Potrero Hill subarea. These estimates include projects that have completed environmental review (307,970 square feet of PDR space loss) and foreseeable projects, including the proposed project (495,223 square feet of PDR space loss).

The Eastern Neighborhoods Areas include PDR clusters where similar types of PDR-related businesses are located near one another in order to capitalize on their shared proximity to customers, transportation, labor, and infrastructure. By forming in clusters, PDR businesses are also able to share resources and information. One of the objectives of the Eastern Neighborhoods Area Plans, as discussed in the PEIR, was to encourage new housing development while preserving a sufficient supply of land for PDR businesses. Thus, the PEIR found that in order to achieve this objective a key element of the Plan would be establishing districts that would encourage transitional development patterns between business and employment districts (e.g., PDR and commercial districts) and predominately residential neighborhoods. Transitions between PDR districts and residential area would be achieved through Urban Mixed Use (UMU) and Mixed-Use, Residential (MUR) districts, which allow some PDR uses in combination with commercial, residential, and mixed uses. The PEIR found that this development pattern would reduce PDR displacement and minimize the secondary economic effects related to increases in land values that

occur through the conversion of specific sites to non-industrial uses, undermining the economic viability of existing adjacent industrial clusters. However, the PEIR determined that implementation of the Area Plans would likely result in the eventual displacement of some existing PDR businesses and employment. The PEIR noted that the area between 16th and Mariposa Streets, which include the project site, is predominately characterized by a mix of land uses that included Light PDR, PDR warehouses, dining and entertainment, and some residential uses. The project site was previously zoned M-2 (Heavy Industrial) with a Height and Bulk designation of 40-X. As part of the rezoning process that occurred subsequent to certification of the Eastern Neighborhoods Rezoning and Area Plans PEIR, the site was zoned UMU with a Height and Bulk designation of 48-X.

As discussed in the Project Description section, the project site is developed with two industrial buildings. The building on Lot 002 provides approximately 16,075 sf of PDR space and the building on Lot 002A provides approximately 9,485 sf of PDR space. Thus, demolition of the existing buildings and development of the proposed project would result in the net loss of approximately 25,560 square feet of PDR building space. The PEIR considers the presence of PDR businesses and activities and how they may operate as PDR clusters. The roughly 25,560 sf of industrial use on the project site, combined with uses in the PDR-1-D district located north of the project site, may form a PDR cluster. PDR uses at the project site would have to relocate and may not be able to relocate near other similar PDR uses, thus potentially reducing the influence of this PDR cluster in the site vicinity and contributing to the significant land use impact identified in the Eastern Neighborhoods PEIR. Thus, the proposed project would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

The proposed project is within the development density as envisioned for the site under the Eastern Neighborhoods PEIR. While the proposed loss of 25,560 gross square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, it would not result in significant impacts that were not previously identified or a more severe adverse impact than analyzed in the PEIR.

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and Area Plans do not provide for any new major roadways, such as freeways that would disrupt or divide the project area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning Divisions of the Planning Department determined that the proposed project is permitted in the UMU District and is consistent with the bulk, density, and land uses as envisioned in the Showplace Square/Potrero Hill Area Plan. The proposed project would be located in the 16th-17th Street Corridor, which is intended to encourage development of new housing mixed with smaller neighborhood-serving retail and remaining PDR uses. The proposed project was determined to be consistent with the development density envisioned in the Showplace Square/Potrero Hill Plan Area.^{5,6}

⁵ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 88 Arkansas Street, June 10, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 88 Arkansas Street, December 30, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

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

The project site is currently developed with two industrial buildings: (1) 88 Arkansas Street/1500 17th Street (Lot 002) is partially (approximately 6,000 sf) occupied by Volta Industries; (2) 1530 17th Street (Lot 002A) was formerly occupied by Flynn and Enslow Wire Products and Screening Company, but has since been vacant. Thus, the proposed project would not displace any housing. The proposed mixed-used development would include approximately 127 net dwelling units, 25 of which would be designated below market rate units. Thus, the proposed project would add to San Francisco’s affordable housing stock and overall housing inventory. In addition to the residential space proposed, the project would include approximately 3,275 gsf of net commercial space. The project sponsor anticipates the space would be occupied by a café or a similar neighborhood-serving retail use. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

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

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code.

The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The project site is developed with two buildings which were constructed in 1906 (Lot 002) and 1923 (Lot 002A). The buildings on the project site were evaluated in the Showplace Square/Northeast Mission Historic District Survey and were rated “6Z”, which means the buildings were found ineligible for inclusion in the National Register of Historic Places, the California Register of Historic Resources, or local designation through survey evaluation. As such, the project site does not contain any historical structures, sites or architectural features. Nor is the project site located within or adjacent to any identified historic districts. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

The proposed project would excavate to a maximum depth of approximately 20 feet below grade, resulting in roughly 18,000 cubic yards of soils disturbance. Excavation is proposed in order to construct the one-level subterranean parking garage, which would also provide space for loading activities, Class I bicycle parking, and trash, electrical and building service space. The project site has not been the subject of a prior archeological study. Thus, the proposed project is subject to Mitigation Measure J-2, which is required for properties with no previous archeological studies. In accordance with Mitigation Measure J-2, a Preliminary Archeological (PAR) assessment was conducted by the Planning Department's staff archeologists. Based on the PAR, the Planning Department determined that standard Archeological Mitigation Measure I (Accidental Discovery) would apply to the proposed project.⁷ The PAR and mitigation requirements are consistent with Mitigation Measure J-2 of the Eastern Neighborhoods PEIR; the implementation of which would reduce impacts related to archeological resources to a less-than-significant level. The project sponsor has agreed to implement Mitigation Measure J-2, including the requirements of the Planning Department's first standard Archeological Mitigation Measure, as **Project Mitigation Measure 1**. The full text of Project Mitigation Measure 1 is provided in the Mitigation Measures section below.

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

⁷ Randall Dean, Staff Archeologist, San Francisco Planning Department, *Preliminary Archeological Review (PAR) for 88 Arkansas Street*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

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

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

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures, which are described further below in the Traffic and Transit sub-sections. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The projected traffic conditions and cumulative effects of project buildout analyzed in the Eastern Neighborhoods PEIR were based on a 2025 horizon year. Projected traffic conditions and cumulative project buildout have been or will soon be realized. In order to provide a conservative transportation analysis of the proposed project at 88 Arkansas Street, the Planning Department determined that year 2040 was an appropriate horizon year for projected growth and cumulative conditions traffic analysis. The following transportation analysis reflects the updated traffic and transit demand forecasts. Therefore, the cumulative year used in the transportation analysis is year 2040, which is beyond the date (year 2025) analyzed in the Eastern Neighborhoods PEIR.

In order to analyze Existing Conditions and Cumulative Conditions under a 2040 horizon, growth rates were determined based on the San Francisco-Chained Activity Modeling Process (SF-CHAMP) Model 4.3 (the most recent version available at the time of this analysis), which is the official travel forecasting model used for San Francisco. The growth rates were applied to the analysis of traffic volumes at each of the eight study intersections (see **Table 3** in the Traffic sub-section below) and directional Muni and regional transit lines (see **Table 5** in the Transit sub-section below). With regards to the traffic analysis, Existing Conditions at the eight study intersections were determined using the methodology provided in the 2000 Highway Capacity Manual (HCM). The HCM prescribes the use of quantitative and qualitative measures to estimate traffic conditions, including capacity and Level of Service (LOS),⁸ among other performance measures. 2040 Cumulative Condition traffic volumes at each intersection were projected by applying the annual growth rate (up to year 2040) to the traffic volumes calculated for Existing Conditions. Ridership data for Muni transit lines collected during Fall 2013 (the most recent information available at the time of this analysis) was obtained for the analysis of transit operations under Existing, Existing plus Project, and 2040 Cumulative Conditions. Ridership data for regional transit was obtained from the San Francisco Municipal Transportation Agency's (SFMTA) Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR)⁹ for the analysis of regional transit operations under Existing, Existing plus Project, and 2040 Cumulative Conditions. The data was aggregated by direction (i.e., north, south, east, west) into screenlines that were developed in relation to the location of the project site. The screenlines were used to determine capacity utilization and the number of trips the proposed project would contribute to capacity utilization under Existing Conditions and 2040 Cumulative Conditions.

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

Trip Generation

The proposed project would include the demolition of the existing structures on the project site and construction of an approximately 143,990-gsf mixed use building, which would be comprised of approximately 111,695 gsf of residential space, 3,275 gsf of retail space, and a 29,020-gsf, subterranean garage. The project would provide approximately 127 dwelling units, 98 vehicle parking spaces, and 127 Class I bicycle spaces and 13 Class II bicycle spaces.

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁰ The proposed project would generate an estimated 2,951 daily person trips (inbound and outbound) on a weekday daily basis, consisting of approximately 251 person trips by auto, 87 transit trips, 91 walk trips and 24 trips by other modes. Accounting for vehicle occupancy for this Census Tract, the proposed project would generate an estimated 141 PM peak hour vehicle trips. In order to provide a conservative analysis of project's contribution to Existing and Cumulative Conditions, the estimated daily trips used in the analysis was 3,048, which is greater than the final trip generation calculated for the proposed project.

⁸ LOS is a measure of performance based on average seconds of delay per vehicle at an intersection.

⁹ San Francisco Planning Department, Transit Effectiveness Project Final Environmental Impact Report, Planning Department Case No. 2011.0558E, State Clearinghouse No. 2011112030, certified March 27, 2014. This material is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2015-000453ENV.

¹⁰ AECOM, 88 Arkansas Street Final Transportation Impact Study, January 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Traffic

Mitigation Measures E-1 through E-4 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant traffic impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. Since certification of the PEIR, SFMTA has been engaged in public outreach regarding some of the parking-related measures identified in Mitigation Measures E-2 and E-4: Intelligent Traffic Management, although they have not been implemented. Measures that have been implemented include traffic signal installation at Rhode Island/16th streets as identified in Mitigation Measure E-1 and enhanced funding as identified in Mitigation Measure E-3 through San Francisco propositions A and B passed in November 2014. Proposition A authorized the City to borrow \$500 million through issuing general obligation bonds in order to meet some of the transportation infrastructure needs of the City. These funds are allocated for constructing transit-only lanes and separated bikeways, installing new boarding islands and escalators at Muni/BART stops, installing sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking and upgrading Muni maintenance facilities, among various other improvements. Proposition B, which also passed in November 2014, amends the City Charter to increase the amount the City provided to the SFMTA based on the City's population, with such funds to be used to improve Muni service and street safety. Some of this funding may be applied to transportation projects within the Eastern Neighborhoods Plan area.

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site (within approximately 800 feet) include Arkansas Street and 16th Street, Arkansas Street and 17th Street, Arkansas Street and Mariposa Street, De Haro Street and 16th Street, Carolina Street and 17th Street, Pennsylvania Avenue and Mariposa Street, the I-280 northbound off-ramp and Mariposa Street, and the I-280 southbound on-ramp and Mariposa Street. **Table 3** provides existing, existing plus project, and cumulative LOS data gathered for these intersections during weekday PM peak hour, per the Transportation Impact Study conducted for the project at 88 Arkansas Street.¹¹

¹¹ AECOM, 88 Arkansas Street Final Transportation Impact Study, January 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Table 3 – Weekday PM Peak Hour Level of Service (LOS)

Intersection	Control	Existing Conditions (2008)		Existing Plus Project Conditions		2040 Cumulative Conditions	
		LOS	Delay ¹	LOS	Delay	LOS	Delay
Arkansas Street/16th Street	One-way Stop	D	30.1	D	32.9	F	>50.0
Arkansas Street/17th Street	All-Way Stop	B	12.9	B	14.0	F	>50.0
Arkansas Street/Mariposa Street	All-Way Stop	B	10.7	B	11.2	F	>50.0
De Haro Street/16th Street	Signalized	B	17.7	B	18.7	D	29.1
Carolina Street/17th Street	Two-Way Stop	C	22.4	C	23.5	F	>50.0
Pennsylvania Avenue/Mariposa Street	Two-Way Stop	F	>50.0	F	>50.0	F	>50.0
I-280 Northbound Off-Ramp/Mariposa Street	Signalized	C	27.6	C	27.8	F	>50.0
I-280 Southbound On-Ramp/Mariposa Street	One-Way Stop	D	32.4	D	35.0	E	45.5

¹ Delay = Seconds per vehicle

Sources: AECOM, 2016

The proposed project would generate an estimated 141 new PM peak-hour vehicle trips that could travel through surrounding intersections. As shown in **Table 3**, seven of the eight study intersections would continue to operate acceptably under Existing Plus Project conditions during the weekday PM peak hour. New weekday PM peak-hour vehicle trips would not substantially increase traffic volumes at these intersections and would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS; impacts to those intersections would be less-than-significant. One intersection, Pennsylvania Avenue and Mariposa Street currently operates as LOS F and would continue to do so under Existing Plus Project conditions. The proposed project’s contributions to LOS F critical movements at this intersection were further analyzed.

During the weekday PM peak hour at the Pennsylvania Avenue and Mariposa Street intersection, the proposed project would add one vehicle trip to the critical southbound left-turn movement. This project-generated contribution would represent two percent of the total weekday PM peak hour volume to this critical movement. The proposed project would add zero vehicles to the critical southbound through and southbound right-turn movements, resulting in a project-generated contribution of zero percent of the total weekday PM peak hour volume for those critical movements. The proposed project’s contribution to these failing critical movements would be minimal (less than five percent); therefore, the proposed project would have a less-than-significant impact on the intersection of Pennsylvania Avenue and Mariposa Street under Existing Plus Project conditions.

The Eastern Neighborhood PEIR analyzed cumulative transportation impacts in the Plan Areas for year 2025 conditions and, for each of the rezoning options, identified significant and unavoidable cumulative (2025) impacts relating to weekday PM peak hour traffic conditions, with the Preferred Project having

significant impacts at nine intersections. The project site is not located near any of the nine intersections. Therefore, the proposed project would not contribute trips at these intersections and would not contribute to those impacts. General mitigation measures were proposed for the entire Area Plan. These include intelligent traffic management, enhanced transportation funding, and parking management to discourage driving. Even with mitigation, however, cumulative impacts at these eight intersections were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative traffic impacts was adopted as part of the PEIR Certification and project approval.

While the PEIR used 2025 as the horizon year for the Cumulative Conditions analysis of Plan implementation, as previously discussed, the Cumulative Conditions horizon year was extended to 2040 in order to provide a conservative analysis of potential transportation impacts for the project at 88 Arkansas Street. There are several projects proposed for development in the project site vicinity,¹² including, but not limited to, 1301 16th Street, 100 Hooper Street, 901 16th Street/1200 17th Street, 580 De Haro Street, 1601-1677 Mariposa Street, and 153 Arkansas Street. These projects were considered in the Cumulative Conditions analysis of the proposed project. Other projects in the project site vicinity are accounted for in the estimated growth projections used in the 2040 Cumulative Conditions analysis for the proposed project. As shown on **Table 3**, during the weekday PM peak hour seven of the eight study intersections would deteriorate to an unacceptable LOS under Cumulative Conditions. Thus, the proposed project's contributions to LOS E and LOS F critical movements at these seven intersections (see **Table 4**) were further analyzed.

¹² Proposed projects include 1301 16th Street (Case No. 2013.0698E), 100 Hooper Street (Case No. 2012.0203E), 901 16th Street/1200 17th Street (Case No. 2011.1300E), 580 De Haro Street (Case No. 2013.1671E), 1601-1677 Mariposa Street (Case No. 2012.1398E), and 153 Arkansas Street (Case No. 2014.1246ENV).

Table 4 – Weekday PM Peak Hour Critical Movements and Level of Service (LOS) under 2040 Cumulative Conditions						
Intersection ¹	Critical Lane Group				Project Contribution	
	Movement/Lane Group ²	Volume	LOS	Delay ³	Trips	Percent of Total Volume
Arkansas Street/16th Street	NBL	93		>50.0		
	NBR	19	F		0	0
Arkansas Street/17th Street	NBL	178		>50.0		
	NBT	148				
	NBR	20	F		10	2.9
Arkansas Street/Mariposa Street	EBL	31		>50.0		
	EBT	234				
	EBR	28	F		5	1.7
Carolina Street/17th Street	NBL	36		>50.0		
	NBT	38				
	NBR	31	F		5	4.8
Pennsylvania Avenue/Mariposa Street	SBL	54		>50.0		
	SBT	4				
	SBR	4	F		1	1.6
I-280 Northbound Off-Ramp/Mariposa Street	NBL	703			9	1.3
	NBT	566			-	-
	NBR	465	F	>50.0	0	0
I-280 Southbound On-Ramp/Mariposa Street	WBL	1,620			0	0
	WBT	1,059	E	45.5	9	0.8

¹ The DeHaro Street/16th Street intersection was not included as the LOS for this intersection under 2040 Cumulative Conditions would continue to operate at an acceptable level (LOS D)

² NBL = northbound left, NBT = northbound through, NBR = northbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right.

³ Delay = Seconds per vehicle

- Arkansas Street/16th Street. During the weekday PM peak hour at the Arkansas Street and 16th Street intersection, the proposed project would add zero vehicle trips to the critical northbound left-turn and northbound right-turn movements. This represents a project-generated contribution of zero percent of the total weekday PM peak hour volume for these critical movements.

- *Arkansas Street/17th Street.* During the weekday PM peak hour at the Arkansas Street and 17th Street intersection, the proposed project would add 10 vehicles to the critical northbound left turn, through, and right-turn movements. This represents a project-generated contribution of 2.9 percent of the total weekday PM peak hour volume for these critical movements.
- *Arkansas Street/Mariposa Street.* During the weekday PM peak hour at the Arkansas Street and Mariposa Street intersection, the proposed project would add five vehicles to the critical eastbound right-turn, through, and left-turn movements. This represents a project-generated contribution of 1.7 percent of the total weekday PM peak hour volume for these critical movements.
- *Carolina Street/17th Street.* During the weekday PM peak hour at the Carolina Street and 17th Street intersection, the proposed project would add five vehicles to the critical northbound left-turn, through, and right-turn movements. This represents a project-generated contribution of 4.8 percent of the total weekday PM peak hour volume for these critical movements.
- *Pennsylvania Avenue/Mariposa Street.* During the weekday PM peak hour at the Pennsylvania Avenue and Mariposa Street intersection, the proposed project would add one vehicle trip to the critical southbound left-turn, through, and right-turn movements. This represents a project-generated contribution of 1.6 percent of the total weekday PM peak hour volume for these critical movements.
- *I-280 Northbound Off-Ramp/Mariposa Street.* During the weekday PM peak hour at the I-280 Northbound Off-Ramp and Mariposa Street intersection, the proposed project would add nine vehicle trips to the critical northbound left-turn and through movements. This represents a project-generated contribution of 1.3 percent of the total weekday PM peak hour volume for these critical movements.
- *I-280 Southbound On-Ramp/Mariposa Street.* During the weekday PM peak hour at the I-280 Southbound On-Ramp and Mariposa Street intersection, the proposed project would add zero vehicle trips to the critical westbound left-turn movement. This represents zero percent of the total weekday PM peak hour volume for this critical movement. The proposed project would contribute nine vehicle trips to the westbound through movement, representing 0.8 percent of the total weekday PM peak hour volume for this movement. However, the westbound through lane was not found to be a critical movement.

The proposed project would contribute less than five percent of the additional traffic volume projected for each of these seven intersections under 2040 Cumulative Conditions. Therefore, the proposed project would have a less-than-significant impact on these intersections.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 141 PM peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects. The proposed project would also not contribute considerably to 2040 cumulative traffic conditions. Thus, the proposed project would not have any significant cumulative traffic impacts.

While traffic impacts would not be significant, implementation of a Transportation Demand Management (TDM) program would further reduce project-generated traffic. A TDM program would encourage residents and employees who travel to and from the project site to use alternative means of transportation such as public transit, biking, and walking. Components of a TDM program may include an on-site TDM coordinator, dissemination of transportation and trip planning information, and free or subsidized transit

passes, among other measures. The TDM program is included as **Project Improvement Measure 1 Implementation of Transportation Demand Management Strategies** (full text provided in the Improvement Measures section below).

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

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the City is currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management as part of the Transportation Sustainability Program.¹³ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 9 (San Bruno), 9R (San Bruno Rapid), 10 (Townsend), 19 (Polk), 22 (Fillmore), 33 (Stanyan), 55 (16th Street), and T

¹³ Available at: <http://tsp.sfplanning.org>

(Third Street). The proposed project would be expected to generate 87 transit trips during the PM peak hour. Of those 87 trips, 73 would utilize Muni transit lines with the remaining 14 using regional transit options. As shown on **Tables 5 and 6**, due to the wide availability of nearby transit, the addition of 87 PM peak hour transit trips would be accommodated by existing capacity, and Muni and regional capacity utilization would be below the standard established by SFMTA (85 percent) or regional operators.¹⁴ In addition, while the proposed project would result in increase use of existing transit stops along 17th Street and in the project site vicinity, none of the bus stops in the site vicinity have reached maximum load point for any of the Muni lines that utilize those stops. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Table 5 – Weekday PM Peak Hour Directional Muni Line Capacity, Existing and Existing Plus Project

Direction	Existing			Project Trips ¹	Existing Plus Project	
	Ridership	Ridership Capacity	Utilization		Ridership Capacity	Utilization
Northbound	761	1,071	71%	21	782	73%
Southbound	703	1,071	66%	10	713	67%
Eastbound	429	725	59%	18	447	62%
Westbound	386	725	53%	24	410	57%

¹Some regional transit trips would utilize Muni to reach regional transit provider. Those trips are accounted for in the analysis of the 73 Muni trips.

Table 6 – Weekday PM Peak Hour Directional Regional Transit Capacity, Existing and Existing Plus Project

Direction	Existing			Project Trips	Existing Plus Project	
	Ridership	Ridership Capacity	Utilization		Ridership Capacity	Utilization
East bay	22,777	27,591	83%	10	27,591	83%
North Bay	2,352	4,776	49%	5	4,776	49%
South Bay	13,200	18,330	72%	8	18,330	72%

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project

¹⁴ Some regional transit trips would need to utilize Muni in order to reach a regional transit provider. Those trips are accounted for in the analysis of the 73 Muni trips.

having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 9 (San Bruno), 22 (Fillmore), and 33 (Stanyan). Under 2040 Cumulative Conditions, as shown on **Table 7**, the estimated 73 project-generated Muni trips constitute a minor contribution (less than three percent) to the utilization of Muni capacity. **Table 8** shows directional regional transit capacity utilization under 2040 Cumulative Conditions. The projected 10 additional trips in the East Bay direction, five trips in the North Bay direction and six trips in the South Bay direction are not anticipated to substantially change the estimated capacity utilization along these lines. Thus, the estimated 23 project-generated regional transit trips constitute a minor contribution to the utilization of regional transit capacity.

Table 7 – Weekday PM Peak Hour Directional Muni Line Capacity, Cumulative Conditions				
Direction	2040 Cumulative Conditions		Project Contribution	
	Ridership	Capacity Utilization	Trips	Percentage of Ridership Volume
Northbound	1,111	148%	21	1.4%
Southbound	1,540	72%	10	0.5%
Eastbound	983	98%	18	1.8%
Westbound	866	98%	24	2.7%

Table 8 – Weekday PM Peak Hour Directional Regional Transit Capacity, Cumulative Conditions			
Direction	2040 Cumulative Conditions		Project Contribution
	Ridership	Capacity Utilization	Trips
East bay	42,702	84%	10
North Bay	3,689	77%	5
South Bay	13,208	72%	8

Overall, the proposed project would not contribute considerably to Existing Conditions or Cumulative Conditions as its minor contribution of 87 PM peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects.

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

Pedestrians

During a typical weekday evening peak hour, the proposed project would generate 91 PM peak-hour pedestrian trips. The 91 new pedestrian trips could be accommodated on the existing sidewalks and crosswalks in the site vicinity, and would not result in a substantial adverse impact on pedestrian

circulation in the site vicinity. Thus, project-generated pedestrian trips would not substantially overcrowd the current pedestrian conditions along 16th, 17th, Arkansas, or Wisconsin Streets.

Pedestrian access to the residential portion of the proposed project would be provided on the Arkansas Street frontage near the 17th Street and Arkansas Street intersection. Street-level entrance to the retail space would be located on 17th Street. The project proposes sidewalk alterations that could improve pedestrian access and safety. Proposed alterations include a new bulb-out extension at the northwest corner of 17th and Arkansas Streets, widening the sidewalk on Arkansas Street along the building frontage from roughly 15 feet wide to 24 feet wide, removing two existing curb cuts totaling approximately 30 feet in length, and reducing a 20-foot wide curb cut to 12 feet wide. These proposed activities would improve pedestrian safety when crossing 17th Street to access transit stops, increase pedestrian visibility of vehicles, and reduce the potential for conflicts between vehicles accessing the garage and pedestrians, bicyclists, and other traffic.

The proposed project is also subject to the Better Streets Plan. The proposed streetscape improvements would comply with the Better Streets Plan requirements, would improve the pedestrian realm adjacent to the project site and promote pedestrian safety and comfort, and would allow for adequate public space and maneuverability for safe pedestrian passage along the sidewalk areas. In addition, the proposed project would not include any features that would potentially increase hazards to pedestrians. The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median; conditions that can adversely affect pedestrians. As such, the proposed project would not cause a hazard to pedestrians or otherwise interfere with pedestrian accessibility to the project site and adjoining areas. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. Thus, the proposed project would not result in significant impacts on pedestrian conditions.

While pedestrian impacts would be less-than-significant, installation of audible and visual warning devices would further reduce potential conflicts between pedestrians and vehicles accessing the garage. **Project Improvement Measure 2 Pedestrian Safety Improvements** calls for the installation of audible/visual warning devices (full text provided in the Improvement Measures section below).

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

Bicycles

The proposed project would include approximately 127 Class I and one Class II bicycle parking spaces¹⁵ within the basement-level parking garage and 12 Class II bicycle parking spaces¹⁶ on the southwest corner of the project site. In order to access the garage-level bicycle parking spaces, riders would either use the elevators or stairs located in the residential lobby or ride their bikes down the garage ramp.

Several Citywide Bicycle Routes are located in the vicinity of the project site. Bicycle Routes are classified as Class 1, 2, or 3. Class 1 routes are dedicated bike paths for bicyclists and pedestrians which do not allow

¹⁵ Per Planning Code Section 155.1, Class I bicycle spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees.

¹⁶ Per Planning Code Section 155.1, Class II bicycle spaces are bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons of the building.

motorized travel. Class 2 routes are striped bike lanes located between vehicle lanes and curbs/street-side parking. Class 3 routes are unmarked paths where bicyclists often must share travel lanes with motorized vehicles. While Class 3 routes do not feature markings or striping, they often include signage. Bicycle Routes within the site vicinity include Routes 7 (Class 3), 23 (Class 2), 25 (Class 2), 40 (Class 2), and 123 (Class 3). These routes provide direct connectivity to several neighborhoods in the city, including Downtown, South of Market (SoMa), Noe Valley, Mission Bay/Dogpatch, and the Central Waterfront.

The proposed project is anticipated to generate approximately 24 bicycle trips during a typical weekday evening peak period. Observations taken for preparation of the Transportation Impact Study indicate there is a moderate level of bicycle activity (137 cyclists) during the PM peak period, primarily along 16th Street and other streets with designated bicycle routes. The Eastern Neighborhoods PEIR found that Plan implementation would result in a five to twenty percent increase in bicycle trips in the Showplace Square/Potrero Hill Plan Area. The estimated 24 project-generated bicycle trips are not anticipated to substantially contribute to bicycle activity in the area or result in significant cumulative bicycle impacts.

Due to the moderate use of existing bicycle network facilities it is anticipated that the project-generated bicycle trips could be accommodated by the existing bicycle network within the project site vicinity. Further, the proposed project would not generate new trips in the project vicinity in an amount such that bicycle facilities and circulation would be adversely impacted. Thus, the proposed project would not result in significant impacts on bicycle conditions.

Loading

Based on the Transportation Guidelines, the proposed project's residential uses are estimated to generate approximately 4 trips by delivery and service vehicles per day. Pursuant to Planning Code Section 152.1, one off-street freight loading zone is required for the residential portion of the proposed project. The project proposes to provide on-street and off-street loading facilities. Subject to review and approval by SFMTA, on-street loading would consist of an approximately 45-foot-long "yellow curb" loading zone located just south of the proposed garage entrance on Arkansas Street. The off-street loading space would be primarily used for commercial and freight loading and trash/recycling activities, but could be used for passenger loading and move-in/move-out activities when not utilized by delivery and service vehicles. In order to create space for the on-street loading zone, the proposed project would remove approximately five on-street perpendicular parking spaces. An approximately 12-foot-wide and 25-foot long off-street loading space would be located in the garage. The loading space, along with the garage driveway and ramp, would have a maximum vertical clearance of 12 feet. Vehicles taller 12 feet would be able to use the on-street loading zone. The proposed loading spaces would conform to Planning Code requirements for the number of required loading spaces and their dimensions. The project would generate an estimated demand of less than one space during average and peak-period loading times, and this supply would meet the loading demand estimated for the project. Thus, loading impacts would not be significant.

While loading impacts were found to be less than significant, if building management schedules and coordinates loading activities and discourages trucks from illegally parking or obstructing traffic flow in the site vicinity, loading impacts could be further reduced. **Project Improvement Measure 3 On-Street Loading Management** calls for building management to coordinate loading activities (full text provided in the Improvement Measures section below).

Construction

Proposed construction activities would last approximately 19 months, including demolition, excavation, and building construction. Construction activities would likely occur weekdays from 7:00 a.m. to 3:30 p.m., with Saturday construction taking place, on an as-needed basis, from 8:00 a.m. to 4:00 p.m. All construction work would be conducted in accordance with the San Francisco Noise Ordinance (see Noise section below).

Construction of the proposed project would require roughly 30 to 100 construction workers per day, depending on the construction phase. The general contractor would be responsible for all phases of construction, and would be required to follow SFMTA's *Regulations for Working in San Francisco Street* (the Blue Book). The project is not expected to require off-site staging, or closure/ relocation of travel lanes, or transit facilities. However, closure of the portions on the sidewalks adjacent to the northwest corner of the project site (at the Arkansas Street and 17th Street intersection) may be required in order to install the proposed bulb-out. Should any closure or relocation of sidewalks, travel lanes, and transit facilities be required, the work must be coordinated with SFMTA's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and a public meeting would be held. The general contractor would also be required to develop a construction management plan for review and approval by SFMTA's Transportation Advisory Committee, which consists of representatives of City departments including SFMTA, San Francisco Public Works (Public Works), the San Francisco Fire Department (SFFD), the San Francisco Police Department (SFPD), the Department of Public Health (DPH), the Port of San Francisco, and the Taxi Commission. SFMTA would have to be reimbursed for any installation or removal of temporary signage or striping. In addition, prior to commencing with construction activities, the general contractor would coordinate construction activities with Muni's Street Operations and Special Events Office to reduce any impacts on transit operations in the site vicinity.

There would be a flow of construction-related traffic to and from the project site throughout the construction period. Construction workers and construction vehicles would need to access the site throughout the construction period. During the most active phase of construction, an estimated 80 construction worker trips and 15 construction vehicle trips could occur over the course of one day. Construction workers would be able to use nearby transit lines to reach the project site, and the project sponsor has indicated that arrangements would likely be made for construction workers to access off-street parking. Thus, construction activities would temporarily increase traffic volume, but the additional trips would not substantially affect traffic conditions. Moreover, construction-related impacts, generally, would not be considered significant due to their temporary and limited duration.

Construction of other development projects in the area may also occur at the same time as construction of the proposed project. If the construction of other development projects in the site vicinity takes place simultaneous to the construction of the proposed project, the overlap in construction schedules could potentially increase traffic levels due to employee ingress and egress, excavation, and the delivery of construction materials via trucks. Depending on the proximity of the sites to each other and the project site, as well as the uncertainty about construction schedules, construction activities could cause disruptions to traffic and to travel by transit, pedestrians, and bicycles. Should this occur, coordination of construction activities with other projects would reduce potential construction-generated traffic impacts. Limiting construction-related traffic to non-peak hours would further reduce potential construction

impacts. These measures are included as **Project Improvement Measure 4 Construction-Related Traffic Management** (full text provided in the Improvement Measures section below).

Emergency Vehicle Access

Emergency vehicle access to the project site would be provided by the residential entrances on Arkansas Street, retail entrances on 17th Street, or through the parking garage ramp. Development of the proposed project would not reduce or eliminate the travel lanes on Arkansas and 17th Streets, and emergency access to the project site would remain unchanged from existing conditions. In addition, a fire station is located within a half mile of the project site on the northeast corner of 16th and Vermont Streets.

A fire hydrant and water valves exists at the location of the proposed bulb-out extension on the northwest corner of the 17th Street/Arkansas Street intersection. Thus, the bulb-out would be subject to SFMTA and SFFD approval. However, the proposed bulb-out is not anticipated to impede emergency vehicle maneuvering or access to existing fire suppression infrastructure. Therefore, project-related impacts on emergency access would be less than significant.

Parking

As discussed on page 21 the proposed project meets the criteria for a Transit Priority Infill development and thus this CPE checklist does not consider the adequacy of parking in determining the significance of project impacts under CEQA.¹⁷ However, the following discussion is provided for informational purposes only.

The project site is located in a UMU district where, pursuant to Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. The project sponsor proposes to provide approximately 98 parking spaces in a one-level-below-grade parking garage. The proposed parking garage would be accessed via an approximately 12-foot-wide curb cut on Arkansas Street that would be created by reducing an existing, roughly 42-foot-wide curb cut. The entrance would be located roughly 180 feet north of the Arkansas Street/17th Street intersection along the eastern frontage of the building. The 12-foot-wide garage entrance would provide space for one vehicle at a time; however, the ramp would be able to accommodate one vehicle traveling in each direction. The garage would accommodate the proposed 98 parking spaces via a combination of eight self-service mechanical parking system arrays (82 parking spaces) and 16 individually-accessible parking spaces (six standard, seven compact, one car share, and two ADA spaces). The parking garage would provide sufficient circulation space to accommodate the estimated parking/car retrieval volume during peak periods. However, installation of a traffic signal on both the inside and outside of the garage opening would reduce any potential conflicts between vehicles approaching the garage entrance from opposite directions. Implementation of a vehicle queue abatement program would also address potential traffic congestion near the garage entrance. These measures are included as **Project Improvement Measure 5 Off-Street Parking Traffic Enhancements** (full text provided in the Improvement Measures section below).

The parking demand for the proposed new residential and retail uses on the project site was calculated using the methodology provided in the San Francisco Transportation Impact Analysis Guidelines for

¹⁷ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 88 Arkansas Street, September 29, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Environmental Review (the Transportation Guidelines). Per the Transportation Guidelines, on an average weekday, the proposed project is estimated to generate a parking demand of 134 parking spaces during the midday peak period and 165 parking spaces during the evening peak period. Thus, as proposed, the project would result in an unmet parking demand ranging from 36 spaces to 67 spaces during the midday and evening peak periods, respectively.

The proposed on-site parking spaces are not 'bundled' with the residential units. Residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit. For this reason, project-generated project demand could result in residents without assigned parking seeking parking spaces near the proposed building. In addition, while seeking a parking space, residents may temporarily block private driveways or otherwise obstruct traffic and vehicle accessibility near the project site. However, the provision of off-street parking is not a requirement for the development of the project pursuant to Planning Code Section 151.1.

The proposed project would result in a parking shortfall. However, the unmet parking demand could be accommodated through existing on-street parking and alternative transportation modes. Approximately 379 on-street parking spaces are located within the area bounded by 16th, 17th, Arkansas, and Carolina Streets. Based on field observation, approximately 97 percent of those parking spaces (367) are occupied during the weekday mid-day peak period and 64 percent are occupied during the weekday PM peak period, leaving roughly 12 to 138 parking spaces available over the course of a day. The site is also well served by public transit and bicycle facilities, as discussed in the Transit and Bicycles sub-sections. In addition, implementation of **Project Improvement Measure 1 Implementation of Transportation Demand Management Strategies** (noted in the Traffic sub-section) would further reduce any conflicts arising from a parking shortfall.

While any unmet demand for parking spaces could be accommodated by existing transportation infrastructure, 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. The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. 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. Thus, the proposed project would not result in a substantial parking shortfall that would create hazardous traffic conditions or overtax the capacity of the surrounding transportation system.

Based on the foregoing, the proposed project would not result in significant transportation impacts. , and implementation of the Project Improvement Measures identified above would further reduce these less-than-significant impacts.

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would require excavation in order to construct a one-level-below-grade garage that would cover the entire footprint of the project site. According to the geotechnical investigation prepared for the proposed project, due to the presence of fill material and "new bay mud" on the site, the proposed buildings can be accommodated with a mat slab foundation or pier/pile foundation.¹⁸ The project sponsor intends to install a mat slab foundation and does not anticipate using pile drivers. Therefore, Mitigation Measure F-1 does not apply to the proposed project. While the project sponsor has confirmed that pile

¹⁸ H. Allen Gruen, *Geotechnical Investigation, Planned Development at 88 Arkansas and 1530 17th Streets, San Francisco, California*, February 21, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

driving would not be used for the proposed project,¹⁹ the project could involve noisy construction activities in close proximity to residential uses. The closest sensitive receptors are located approximately 110 feet southeast from the project site. Construction equipment would include use of a dozer, excavator, soldier pile rig, tie back drill, mobile crane, and rollers. Therefore, Eastern Neighborhoods Mitigation Measure F-2 applies to the project as and has been included as **Project Mitigation Measure 2 Construction Noise**. Project Mitigation Measure 2 requires the identification and implementation of site-specific noise attenuation measures and is described in detail in the Mitigation Measures section below.

In addition, all construction activities for the proposed project (approximately 19 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of Public Works authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 19 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, which would reduce construction noise impacts to a less than significant level.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn)²⁰ or near existing noise-generating uses. Since certification of the PEIR, San Francisco adopted Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, Administrative Code Section 116, effective June 19, 2015) (Places of Entertainment Ordinance). The intent of the regulations is to address conflicts between residential uses and noise-generating uses in noise critical areas, such as in proximity to highways, country roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. Residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 dBA shall require an acoustical analysis with the application of a building permit showing that the proposed design will limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to

¹⁹ Julie Heinzler, Martin Building Company, Project Sponsor. *Email to Jenny Delumo, San Francisco Planning Department, regarding 88 Arkansas Street*, February 10, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

²⁰ A day-night average sound level.

consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

The project site is located within a 300-foot radius of a Place of Entertainment,²¹ and is therefore subject to the Places of Entertainment Ordinance. The Planning Department will consider the compatibility of uses when approving residential uses near existing permitted Places of Entertainment and, if provided, any comments from the Entertainment Commission during the permit review period. At the time of project approval a Notice of Special Restrictions (NSR) for the project site must be recorded with the Assessor. The NSR would state the restrictions prescribed by the ordinance and any other conditions the Planning Department or Planning Commission places on the property. For projects that applied for a permit before the ordinance became effective and for which a first construction document has not been issued, such as the proposed project, the sponsor shall be subject to implementation of the Places of Entertainment Ordinance per Section 116.11 of the Administrative Code. Notice was provided to the project sponsor and the Entertainment Commission about the applicability of the Places of Entertainment ordinance to the proposed project.²²

In compliance with the ordinance, the project sponsor would be required to provide a copy of Section 116 and a written disclosure to future residential tenants of the proposed building that the site is located near an existing Place of Entertainment, and that there is the potential for noise generation from their operation. A copy of the disclosure notice and an affidavit of disclosure must be provided to the San Francisco Entertainment Commission.

The regulations and procedures set forth by the San Francisco Noise Regulations Relating to Residential Uses Near Places of Entertainment are consistent with the provisions of PEIR Mitigation Measures F-3 and F-4. The proposed project would introduce noise-sensitive uses (residential dwelling units) to an area where ambient noise levels exceed 60 dBA (Ldn), therefore Mitigation Measure F-4 applies to the project. In accordance with PEIR Mitigation Measure F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels.²³ The noise study prepared for the project at 88 Arkansas Street included a noise survey conducted at four locations between March 9, 2015 and March 11, 2015. A sound meter was placed on each of the streets that bound the subject block: Arkansas Street, 17th Street, Wisconsin Street, and 16th Street in order to obtain long-term continuous noise measurements. Based on the investigation, traffic-related noise is the primary source of noise affecting the noise environment on the project site and in the site vicinity. Measured noise levels were found to be 68 dBA (Ldn) on Arkansas Street, 68 dBA (Ldn) on 17th Street, 72 dBA (Ldn) on Wisconsin Street, and 76 dBA (Ldn) on 16th Street. No live events took place at the entertainment venue located on the block adjacent to the project site during this timeframe, and thus noise from that venue is not accounted for in this analysis. It is estimated that the anticipated future increase in traffic volume in the site vicinity would result in a 1 dBA increase in ambient noise over ten years. The noise study

²¹ Thee Parkside (1600 17th Street); Bottom of the Hill (1233 17th Street)

²² Kate Connor, San Francisco Planning Department, *Email to Project Sponsor, Entertainment Commission, and Environmental Planner regarding 88 Arkansas Street, December 21, 2015*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

²³ Charles M. Salter Associates, Inc., *88 Arkansas Street residences, San Francisco, CA, May 13, 2015*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

concluded that the proposed project would be able to achieve compliance with Title 24, Part II of the California Code of Regulations (Title 24) interior noise standards provided the project sponsor incorporates window and building assemblies that meet the minimum Sound Transmission Class (STC)²⁴ ratings as identified in the report and installs a ventilation or air-conditioning system that does not compromise sound attenuation. Incorporation of the recommendations provided in the report would be consistent with the requirements of Mitigation Measure F-4 of the Eastern Neighborhoods PEIR. The project sponsor has agreed to implement the recommendations for noise attenuation as **Project Mitigation Measure 3 Sitting of Noise-Sensitive Uses** (full text provided in the Mitigation Measure section below).

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The proposed project does not include noise-generating land uses. While the proposed project includes commercial space on the ground floor, it is not anticipated that use of the commercial space would generate noise above existing ambient noise levels in the project site vicinity. Therefore, Mitigation Measure F-5 is not applicable.

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses. The proposed project at 88 Arkansas Street would provide open space via two ground-floor courtyards, a fifth-floor solarium, and a shared deck and recreation area on the roof level. As such, Mitigation Measure F-6 is applicable to the proposed project, and has been incorporated into the project as **Project Mitigation Measure 4 Open Space in Noisy Environments**, which is described in the Mitigation Measure Section below. The noise study prepared for the proposed project assessed noise levels at the proposed outdoor spaces. The noise study estimated that, as proposed, sound levels would be 53 dBA (Ldn) at the north courtyard, 53 dBA (Ldn) at the south courtyard, and 64 dBA (Ldn) at the roof level. The proposed solarium would be open to the sky, but surrounded by the fifth floor dwelling units, and therefore it is not anticipated this space would need additional acoustical shielding. The report concludes that the proposed building design would provide the open spaces with adequate acoustical shielding from existing ambient noise. Therefore, the requirements of Eastern Neighborhoods PEIR Mitigation Measure F-6 have been complied with as part of this environmental review process.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 12e and f from the CEQA Guidelines, Appendix G is not applicable.

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

²⁴ A figure used to rate how well a building partition attenuates sound. STC ratings typically address the isolation of speech sounds and do not low-frequency noises, such as music.

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²⁵ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

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

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for

²⁵ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

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

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District's (BAAQMD) quantitative thresholds for individual projects."²⁶ The BAAQMD prepared updated *2011 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines),²⁷ which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are used by the City to help assess whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.

The Air Quality Guidelines also provide screening criteria for determining whether a land use development project has the potential to exceed thresholds of significance. Projects that exceed the screening criteria require further air quality assessment in order to further analyze project-related criteria air pollutant emissions. Projects that meet the screening criteria are found to be less than significant with

²⁶ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁷ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3..

respect to project-generated criteria air pollutant emissions. The proposed 127 dwelling units and 3,275 gsf of retail space meets the Air Quality Guidelines screening criteria for construction and operations.²⁸ However, approximately 18,000 cubic yards of soil would be excavated and exported off site. This exceeds the BAAQMD's screening criteria that states that construction-related activities should not include extensive material transport (i.e., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity. Thus, a project-specific analysis of construction emissions is provided below.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. In addition, construction of the proposed project, which would occur over approximately 19 months, would result in approximately 18,000 cubic yards of soil excavation and export. As previously discussed, the Air Quality Guidelines prescribe that construction-related activities should not include extensive material transport requiring a considerable amount of haul truck activity. As the proposed project would exceed the material transport screening criterion, construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Analysis Memo for 88 Arkansas Street.²⁹ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 479 working days. As shown in **Table 4**, unmitigated project construction emissions would be below the threshold of significance for all criteria air pollutants. As such, no additional mitigation measures are required, and construction-related air quality impacts would not be significant.

Table 4: Daily Project Construction Emissions

	<u>Pollutant Emissions (Average Pounds per Day)</u>			
	ROG	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Unmitigated Project Emissions	26.06	41.93	1.56	0.59
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2011; Planning Department

Operation

The proposed 127 dwelling units and 3,275 gsf of retail space meets the Air Quality Guidelines screening criteria for operations. Therefore, the proposed project would not result in significant impacts with respect to operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the

²⁸ The screening criteria level for an "Apartment, mid-rise" is 494 dwelling units for operations and 240 dwelling units for construction. The screening criteria level for a "Fast food restaurant without a drive through" is 8,000 sf for operations and 277,000 sf for construction. The project sponsor anticipates the retail space would be used as a café, and this land use category best reflects that use and is one of the most restrictive uses for a small retail space.

²⁹ San Francisco Planning Department, *Air Quality Analysis Memo for 88 Arkansas Street, December 2, 2015*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Eastern Neighborhoods PEIR related to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Health Risk

Since certification of the PEIR, the San Francisco Board of Supervisors approved 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. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting Sensitive Land Uses

The proposed project would include development of 127 residential dwelling units and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Article 38 is not applicable to the proposed project. Therefore, PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project, and impacts related to siting of new sensitive land uses would be less than significant.

Siting New Sources

The proposed project would not be expected to generate activity equivalent to 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

For the above reasons, the proposed project would not result in significant air quality impacts that were not identified in the PEIR.

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

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Showplace Square/Potrero Hill Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3, and 4.5 metric tons of CO₂E³⁰ per service population,³¹ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy,³² which is comprised of regulations that have proven effective in reducing San Francisco’s overall GHG emissions; GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.³³ Other existing regulations, such as those implemented through Assembly Bill (AB) 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

³⁰ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

³¹ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

³² *Greenhouse Gas Analysis Compliance Checklist*, 88 Arkansas Street, March 18, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

³³ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

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

Wind

Based upon the experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 48-foot-tall building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. As discussed in the Project Description section, the buildings on the subject block range from approximately 15 to 40 feet in height. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

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

The proposed project would construct a 48-foot-tall building (up to 65 feet with staircase and elevator penthouses); therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.³⁴ The shadow fan analysis indicated that the proposed project could potentially shade the Jackson Playground and Recreation Center (Jackson Playground or “the park”), an approximately 4.4-acre park located across the street from the project site on the south side of 17th Street. As shown in **Figure 12**, Jackson Playground is a full-block park bounded by 17th Street to the north, Mariposa Street to the south, Arkansas Street to the east, and Carolina Street to the west.

³⁴ San Francisco Planning Department, *Preliminary Shadow Fan Analysis, 88 Arkansas Street*, February 10, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Figure 13 – Jackson Playground and Recreation Center



- ① Public Entries
- ② Basketball Court
- ③ Tennis Court
- ④ Learning Garden
- ⑤ Children's Play Areas
- ⑥ Recreation Center
- ⑦ Picnic Areas (under trees)
- ⑧ Baseball fields

Jackson Playground is under the jurisdiction of the Recreation and Park Commission. Thus, the park is subject to Section 295 of the Planning Code. Based on the results of the preliminary shadow fan analysis, a more detailed shadow study was prepared for the proposed project.³⁵ The shadow study consisted of quantitative and qualitative analysis of the potential shadow impacts, including existing surrounding buildings and cumulative projects (i.e. other proposed development projects).

³⁵ PreVision Design, *Shadow Analysis Report for the Proposed 88 Arkansas Street Project Per SF Planning Section 295 Standards*, May 21, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

The Proposition K memorandum, dated February 3, 1989, was developed by the Recreation and Park Department and the Planning Department.³⁶ The memo established tolerance levels for new shading for specific parks and established criteria for parks not named in the memo but still subject to Section 295 review. The tolerance limits are based on the new shadow-foot-hours that would potentially be added to a park as a percentage of the theoretical total square-foot-hours (sfh)³⁷ of sunlight for that over a period of one year. Jackson Playground, which is shaded approximately 6.481 percent of the year, was not included specifically in the 1989 memo. However, the park would be subject to the generic criteria established for parks larger than two acres and shadowed less than 20 percent of the year. For parks with these characteristics, the Proposition K memo established a potentially permissible quantitative limit for additional shadows known as the Absolute Cumulative Limit. Projects may contribute new shadow to the park up to the Absolute Cumulative Limit of 1.0 percent if the new shadow also meets additional qualitative criteria. The qualitative criteria includes existing shadow profiles, important times of day and seasons in the year, the size and duration of new shadows, and the public good served by buildings casting new shadow.

The shadow analysis was conducted for representative times of the day for three representative days of the year. The representative days are the summer solstice (June 21), when the midday sun is at its highest and shadows are shortest; the winter solstice (December 21), when the midday sun is at its lowest and shadows are longest; and the spring/fall equinox (March 21/September 21), when shadows are midway through a period of lengthening.

New shadow would be cast by the proposed building between May 18 and July 25, for a total of 69 days. The summer solstice, June 21, was found to be the “worst case” day, when the estimated net new shadow on Jackson Playground would be at its largest and longest duration. On the day of maximum shading, new shadow would be present at 6:48 a.m. (sunrise + one hour) and would be gone by 7:15 AM. New shadow would reappear around 7:00 PM and last through 7:35 PM (sunset – one hour) (see **Figures 14-21**).³⁸

Thus, the proposed building would add new shadow to the park during hours regulated by Planning Code Section 295 (i.e., from one hour after sunrise to one hour after sunset). The longest duration of new shadow would be approximately 27 minutes and the average shadow would be cast for 15 minutes. New shadow on Jackson Playground would happen during normal hours of operation.

³⁶ San Francisco Planning Department, *Proposition K – The Sunlight Ordinance Memorandum, February 3, 1989*. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

³⁷ The amount of sun the park would receive throughout the year if there was no shade on the park at any time.

³⁸ Shadow figures for 9:00 a.m. - 7:00 p.m. not included as the proposed project would not shadow Jackson Playground at that time. Those figures are available in the *Shadow Analysis Report for the Proposed Project at 88 Arkansas Street*, which is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

Figure 14 – June 21: 6:48 a.m. (Sunrise + 1 Hour)



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

6:48 AM

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Proposed 88 Arkansas Street Current (existing) Shadow Net New Shading from Project Cumulative Projects (list on right) → Profiles Cumulative Project Shading | <ul style="list-style-type: none"> ① 540 De Haro Street ② 580 De Haro Street ③ 1301 16th Street ④ 153 Arkansas Street ⑤ 1601 Mariposa Street | <p style="background-color: #c8e6c9; padding: 2px;">Jackson Playground</p> <ul style="list-style-type: none"> Public Entries ① Basketball Court ② Tennis Court ③ Learning Garden ④ Children's Play Areas ⑤ Recreation Center ⑥ Picnic Areas ⑦ Grass/Ball fields ⑧ |
|--|---|---|

Figure 15 – June 21: 7:00 a.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

7:00 AM

- Proposed 88 Arkansas Street
 - Current (existing) Shadow
 - Net New Shading from Project
 - Cumulative Projects (list on right) →
 - Profiles Cumulative Project Shading
- ① 540 De Haro Street
 - ② 580 De Haro Street
 - ③ 1301 16th Street
 - ④ 153 Arkansas Street
 - ⑤ 1601 Mariposa Street

- Jackson Playground
- Public Entries ①
- Basketball Court ②
- Tennis Court ③
- Learning Garden ④
- Children's Play Areas ⑤
- Recreation Center ⑥
- Picnic Areas ⑦
- Grass/Ball fields ⑧

Figure 16 – June 21: 7:15 a.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

7:15 AM

- Proposed 88 Arkansas Street
- Current (existing) Shadow
- Net New Shading from Project
- Cumulative Projects (list on right) →
- Profiles Cumulative Project Shading
- ① 540 De Haro Street
- ② 580 De Haro Street
- ③ 1301 16th Street
- ④ 153 Arkansas Street
- ⑤ 1601 Mariposa Street

- Jackson Playground
- Public Entries ①
- Children's Play Areas ⑤
- Basketball Court ②
- Recreation Center ⑥
- Tennis Court ③
- Picnic Areas ⑦
- Learning Garden ④
- Grass/Ball fields ⑧

Figure 17 – June 21: 8:00 a.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

8:00 AM

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Proposed 88 Arkansas Street Current (existing) Shadow Net New Shading from Project Cumulative Projects (list on right) → Profiles Cumulative Project Shading | <ul style="list-style-type: none"> ① 540 De Haro Street ② 580 De Haro Street ③ 1301 16th Street ④ 153 Arkansas Street ⑤ 1601 Mariposa Street | <p style="background-color: #c8e6c9; padding: 2px;">Jackson Playground</p> <ul style="list-style-type: none"> Public Entries ① Basketball Court ② Tennis Court ③ Learning Garden ④ Children's Play Areas ⑤ Recreation Center ⑥ Picnic Areas ⑦ Grass/Ball fields ⑧ |
|--|---|---|

Figure 18 – June 21: 7:00 p.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

7:00 PM

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> Proposed 88 Arkansas Street Current (existing) Shadow Net New Shading from Project Cumulative Projects (list on right) → Profiles Cumulative Project Shading | <ul style="list-style-type: none"> ① 540 De Haro Street ② 580 De Haro Street ③ 1301 16th Street ④ 153 Arkansas Street ⑤ 1601 Mariposa Street | <ul style="list-style-type: none"> Jackson Playground Public Entries ① Basketball Court ② Tennis Court ③ Learning Garden ④ Children's Play Areas ⑤ Recreation Center ⑥ Picnic Areas ⑦ Grass/Ball fields ⑧ |
|--|---|--|

Figure 19 – June 21: 7:15 p.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

7:15 PM

- Proposed 88 Arkansas Street
- Current (existing) Shadow
- Net New Shading from Project
- Cumulative Projects (list on right) →
- Profiles Cumulative Project Shading
- 1 540 De Haro Street
- 2 580 De Haro Street
- 3 1301 16th Street
- 4 153 Arkansas Street
- 5 1601 Mariposa Street

- Jackson Playground
- Public Entries 1
- Children's Play Areas 5
- Basketball Court 2
- Recreation Center 8
- Tennis Court 3
- Picnic Areas 7
- Learning Garden 4
- Grass/Ball fields 6

Figure 20 – June 21: 7:25 p.m.



88 ARKANSAS STREET

Shadow Profiles on Summer Solstice / Day of Max Shading



**SUMMER SOLSTICE / DAY OF MAX SHADING
JUNE 21**

7:35 PM

- | | | |
|---|--|---|
|  Proposed 88 Arkansas Street |  540 De Haro Street |  Jackson Playground |
|  Current (existing) Shadow |  580 De Haro Street | Public Entries  |
|  Net New Shading from Project |  1301 16th Street | Basketball Court  |
|  Cumulative Projects (list on right) → |  153 Arkansas Street | Tennis Court  |
|  Profiles Cumulative Project Shading |  1601 Mariposa Street | Learning Garden  |
| | | Children's Play Areas  |
| | | Recreation Center  |
| | | Picnic Areas  |
| | | Grass/Ball fields  |

Figure 21 – June 21: 7:35 p.m. (Sunset – 1 Hour)

Figure 22 – Full Year Aggregate Shadow



88 ARKANSAS STREET

Aggregate annual new project shadows



AGGREGATE ANNUAL SHADOWS CAST DURING SECTION 295 HOURS ANNUALLY FULL YEAR

- 88 Arkansas
- Extents of Net New Park Shading
- Cumulative Projects

- Jackson Playground
- Public Entries **1**
- Children's Play Areas **5**
- Basketball Court **2**
- Recreation Center **8**
- Tennis Court **3**
- Picnic Areas **7**
- Learning Garden **4**
- Grass/Ball fields **6**

As shown in **Figure 22**, net new shadow would be cast on the northwestern edge and northeastern corner of the park. The proposed project would increase the total annual shadow coverage on Jackson

Playground by an estimated 0.003 percent, which would result in a new total annual shading of approximately 6.484 percent. The project-specific shadow increase is below the Absolute Cumulative Limit of 1.0 percent. When taking cumulative projects into consideration, the shadow study found that cumulative shadow from other proposed projects would increase shadow on the park by 0.406 percent. This would result in new total annual shading of approximately 0.467 percent. Thus, cumulative shading from the proposed project plus other known projects would be below the Absolute Cumulative Limit of 1.0 percent. In addition, new shadow from other foreseeable projects is not anticipated to intersect with shadow from the proposed project.

The qualitative analysis for the shadow study included six 30-minute field observations, which were conducted between April 21, 2015 and April 26, 2015 at various times of the day in order to assess park usage. Over the course of these site visits, approximately 40 to 144 users were observed at Jackson Playground. Peak activity at Jackson Playground takes place weekend mornings, with patrons primarily using the baseball fields or lying/sitting/crossing the grass. During the weekdays park usage was fairly consistent. Peak activity at the basketball courts and playground typically occurs during the morning and the basketball courts are used throughout the day. User activity was observed in the area where new morning shade would occur, which is near the northwestern baseball field. No user activity was observed in the area where new evening shade would occur. While the areas of new shade are located near the baseball field, the report found that new shadow would be located on areas of the park already shaded by existing trees. Even if the existing trees did not already provide shade in this area, the new shade would not be expected to substantially affect the use and enjoyment of the park as the shade would primarily occur in the early morning and would be of short duration. Therefore, the proposed project would result in less-than-significant shadow impacts on Jackson Playground.

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

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

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9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where proposed new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17th and Folsom, are set to open in 2015 and 2016, respectively. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

As discussed under the Shadow section, the project site is served by Jackson Playground and Recreation Center. With the addition of approximately 127 residential units, the proposed project would not substantially increase demand for, or use of, Jackson Playground or other neighborhood parks to the level where there would be a substantial physical deterioration of recreation facilities. The new residents of the proposed building are within the expected population increase of the Eastern Neighborhoods Plan area.

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

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

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes City-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and a plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

The proposed project would include a new bulb-out extension on the northwest corner of the 17th Street and Arkansas Street intersection, extending the sidewalk by approximately 33 feet eastward at its widest point and approximately 18 feet southward at its widest point. The location of the proposed bulb-out contains a fire hydrant which may need to be relocated. As the proposed bulb-out would not extend into traffic lanes and would be subject to SFMTA and SFFD approval, the bulb out is not anticipated to impede emergency vehicle access to the site or existing fire suppression infrastructure. To the extent that the fire hydrant would be relocated nearby, any construction-related impacts associated with its relocation are covered by this environmental review. As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

The project site is located within Showplace Square/Potrero Hill Plan area of the Eastern Neighborhoods Area Plan and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

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13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

A geotechnical investigation was prepared for the proposed project.³⁹ The investigation included a subsurface investigation and reconnaissance of the project site and vicinity. The report determined that due to the presence of heterogeneous soil and weak marsh deposits on the project site the proposed building would need to be supported by a mat or pier/pile foundation. Installation of either foundation system would require use of temporary slopes and tieback anchors to support retaining walls and shoring. The project site is located within a liquefaction hazard zone, and the report concludes that the potential for

³⁹ H. Allen Gruen, *Geotechnical Investigation, Planned Development at 88 Arkansas and 1530 17th Streets, San Francisco, California*, February 21, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

damage from surface ruptures from faults, land sliding, liquefaction, or lateral spreading is relatively low and the proposed foundation systems would adequately address potential risks. The report concluded that the project site is appropriate for construction of the proposed project provided the project sponsor implements the recommendations provided in the report.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI’s implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

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14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The approximately 30,000-sf project site is fully developed with impervious surfaces consisting of two buildings, a surface parking lot, and minimal streetscaping. While the proposed development would be constructed over the entire footprint of the project site, project features, including two ground-floor, landscaped courtyards, flow-through planters, a landscaped bulb out, and approximately five additional street trees, would divert stormwater from the wastewater system. As a result, the proposed project would increase impervious surface cover and would not increase stormwater runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

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15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development includes demolition of existing buildings constructed in 1906 (Lot 002) and 1923 (Lot 002A), hazardous building materials may be present in these structures. Therefore, Mitigation Measure L-1 would apply to the proposed project. The project sponsor has agreed to implement Mitigation Measure L-1 as Project Mitigation Measure 5 (see full text of Project Mitigation Measure 5 in the Mitigation Measures section below).

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous

materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The project site was formerly occupied by a Hexol Disinfectant factory and is located within 100 feet of properties that have closed or active USTs. The proposed project would excavate approximately 18,000 cubic yards of soil, to a maximum depth of approximately 20 feet below ground, in order to construct a one-level subterranean parking garage. Therefore, the project is subject to the Maher Ordinance, which is administered and overseen by 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 ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH⁴⁰ and retained the services of a consultant to conduct a Phase I ESA for the property at 88 Arkansas Street/1500 17th Street (Lot 002).⁴¹ An addendum to the Phase I ESA was prepared to address the property at 1530 17th Street (Lot 002A).⁴² The site investigation found no evidence of mishandled hazardous substances or petroleum products on the subject properties or adjacent properties. Soil samples taken at the project site contained elevated levels of lead, which is likely due to the presence of earthquake fill used to raise the grade on the project site. The report therefore recommends that the off-site disposal of proposed excavated soil be conducted in accordance with state and federal regulations. No surface storage tanks or USTs were found on the project site. USTs and Leaking Underground Storage Tanks (LUSTs) were once located on properties within an eighth of a mile from the site. However, these cases have been closed in accordance with the San Francisco Local Oversight Program (LOP) and the State Water Resources Control Board (RWQCB) or are currently under regulatory investigation. In addition, due to their distance and downgrade location from the project site it is unlikely the UST and LUST sites could impact the project site. Thus, the report concludes that the UST and LUST cases do not constitute an environmental concern. Based on the results of the Phase I ESA investigation, the report concludes there is

⁴⁰ Julie Heinzler, Martin Building Company, Project Sponsor, *Maher Program Application*, submitted March 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. 2015-000453ENV.

⁴¹ PII Environmental, *Phase I Environmental Site Assessment, 88 Arkansas Street, San Francisco, California*, August 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

⁴² PII Environmental, *Phase I Environmental Site Assessment Addendum Report, 1530 17th Street, San Francisco, California*, March 20, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

no indication of a Recognized Environmental Condition,⁴³ Historical Recognized Environmental Condition,⁴⁴ or Controlled Recognized Environmental Condition⁴⁵ in connection with the subject properties, nor is there information to indicate that additional investigation is warranted.

Nevertheless, the proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code. DPH reviewed the Maher Program materials submitted for the project at 88 Arkansas Street, including the geotechnical report, Phase I ESA, and Limited Soils Characterization Investigation, and determined that the following items and procedures would be required:⁴⁶ (1) a Comprehensive Health and Safety Plan (HSP) to address all of the proposed tasks at the site; (2) a Dust Control Plan (DCP) and Air Monitoring Plan (AMP) that includes protocols for air dust surveillance; (3) a comprehensive site history that would include previous activities on the project site; (4) a Site Sampling Work Plan that would characterize subsurface soils for off-site transport and disposal; (5) a Site Mitigation Plan (SMP), which would provide soil management measures for soil excavation and grading and the off-site transport and disposal of impacted soils; and (6) a Final Disclosure Report that would summarize all activities on the site.

The project sponsor has prepared and submitted a SMP to DPH. A HSP, DCP, and an air monitoring program proposal were included as components of the SMP. The HSP includes procedures for the proper handling of soil, dust monitoring, fencing, tarping, the operation of excavation pits, and provisions for stopping work, if required, during construction activities. Should hazardous soil be located on the project site, it must be either directly loaded for off-site disposal or added to the hazardous waste stockpile and covered for future disposal. Excavated soil disposed of off-site must be characterized for disposal in accordance to the requirements established by the disposal facility. All off-site materials transport will be conducted in accordance with local, state, and federal regulations, and applicable licensing requirements. In addition to the HSP, the DCP would further reduce potential exposure during excavation through implementation of measures to protect construction workers and the public during construction activities that create dust or disturb/expose more than 10 cubic yards or 500 square feet of soil. These measures may include dust control procedures and work stoppage provisions. The air monitoring program would monitor airborne lead, asbestos, and particulate matter (PM₁₀) levels.

The project sponsor would be required to submit any outstanding materials and comply with all DPH requirements as prescribed by the Health Code Article 22A. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

⁴³ Recognized Environmental Condition: The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water on the property.

⁴⁴ Historical Recognized Environmental Condition: The past release of any hazardous substances or petroleum products that has occurred in connection with the subject property that has been remediated and given regulatory closure with no restrictions on land use.

⁴⁵ Controlled Recognized Environmental Condition: The past release of any hazardous substances or petroleum products that has occurred in connection with the subject property which has been addressed to the satisfaction of the appropriate regulatory authority, but is subject to some form of control or restriction.

⁴⁶ San Francisco Department of Public Health. *88 Arkansas Street, San Francisco, Environmental Health Branch-Site Assessment and Mitigation Case Number 1233*, January 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. 2015-000453ENV.

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

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

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

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

MITIGATION MEASURES

Project Mitigation Measure 1: Properties with No Previous Studies (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-2)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

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

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

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

Project Mitigation Measure 2: Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Measure 3: Siting of Noise-Sensitive Uses (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-4)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the project sponsor was required to provide an analysis that included, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis which was prepared by persons qualified in acoustical analysis and/or engineering, demonstrated with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. The report concluded that if its recommendations are incorporated into the design and construction of the proposed building, the project would achieve compliance with Title 24. Recommendations include the following: (1) on the ground floor, exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 along 17th Street, and an STC rating of 28 for all other locations; (2) on the second floor, exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 on the northeast corner of the project site, and an STC rating of 28 for all other locations; (3) on the third through fifth floors exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 along 17th

Street, an STC rating of 32 on the eastern half of the northern façade of the building, an STC rating of 30 on the a portion of the western half of the northern façade of the building, an STC rating of 38 on the southwest and southeast corners of the building, an STC rating of 35 on the northwest and northeast corners of the building, and an STC rating of 28 for all other locations. Overall, the proposed project would achieve compliance with the Title 24 standard of DNL 45 dBA for interior noise by installing exterior windows and doors with STC ratings between 28 and 38, depending on the location. The STC ratings shall be incorporated into the final construction drawings.

Project Measure 4: Open Space in Noisy Environments (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-6)

The project sponsor shall ensure that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design. This mitigation measure has been complied with as part of this environmental review process. No further actions are required to comply with Mitigation Measure F-6 of the Eastern Neighborhoods PEIR.

Project Mitigation Measure 5: Hazardous Building Materials (Implementation of Eastern Neighborhoods PEIR Mitigation Measure L-1)

The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

IMPROVEMENT MEASURES

Project Improvement Measure 1: Implementation of Transportation Demand Management Strategies

The project sponsor would implement a Transportation Demand Management (TDM) program to encourage the use of alternative forms of transportation for trips to and from the project vicinity, such as transit, bicycle, rideshare, and walking. Components of the improvement measure are as follows:

IM-1a TDM Coordinator: The project sponsor would identify a TDM Coordinator for the project site who would be responsible for the implementation and ongoing operation of all other TDM measures included in the proposed Project. The TDM Coordinator should be the single point of contact for all transportation-related questions from residents and City staff. The project sponsor may use an existing transportation management association (e.g., the Transportation Management Association of San Francisco) to supply the TDM Coordinator, or the TDM Coordinator may be an existing staff member (e.g., property manager). In either case, the TDM

Coordinator does not have to work full-time at the Project site. The TDM coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available in the project vicinity.

- IM-1b Transportation and Trip Planning Information Move-In Packet:** Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes may be purchased, information on the 511 Regional Rideshare Program, and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials. The move-in packet should be continuously updated as transportation options change, and the packet should be provided to each new building occupant. Muni maps as well as San Francisco Bicycle and Pedestrian maps should be provided upon request.
- IM-1c City Access to Data Collection:** As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. The project sponsor assures future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged.
- IM-1d Bicycle Parking:** Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).
- IM-1e Car-Share Parking:** Provide optional car share spaces as described in Planning Code Section 166(g).
- IM-1f Transit Pass:** Offer free or subsidized Muni passes to tenants. For example, the project sponsor may offer a 50 percent subsidy for one Muni monthly pass for new residents (one per household), and employees for up to one year. The recipient would be responsible for the remainder of the costs associated with the Muni monthly pass.

Project Improvement Measure 2: Pedestrian Safety Improvements

Install audible and visual warning devices to alert pedestrians of vehicles exiting the parking garage.

Project Improvement Measure 3: On-Street Loading Management

- IM-3a** Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the curbside loading spaces. All regularly scheduled activities requiring use of the loading space (e.g., building supply deliveries) should be coordinated directly with building management.
- IM-3b** Trucks should be discouraged from parking illegally or obstructing vehicle, transit, bicycle, or pedestrian traffic flow along any of the streets adjacent to the project site.

Project Improvement Measure 4: Construction-Related Traffic Management

- IM-4a** Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday AM and PM peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.; or other times, if approved by SFMTA).
- IM4b** Construction contractor(s) should coordinate construction activities with other potential projects that may be constructed in the vicinity of the project site.

Project Improvement Measure 5: Off-Street Parking Traffic Enhancements

- IM-5a** Install a traffic signal on both the inside and outside of the garage opening to indicate the presence of approaching vehicles from the opposite direction. The traffic signal would operate on sensors/detectors, and alternate with two beacons, with one indicating a solid red signal or marked with "STOP" and another indicating a solid green signal or marked with "GO." The signals would be installed facing outward at the garage opening outside of the security gate, and at the interior of the garage facing inward into the garage ramp, and facing inward at the interior of the garage on the basement level, at the entry to the garage ramp.
- IM-5b** The owner/operator of any off-street parking facility, as determined by the Planning Director, with more than 20 parking spaces (excluding loading and car-share spaces) could ensure that recurring vehicle queues⁴⁷ do not occur on the public right of way. If a recurring queue occurs, the parking facility's owner/operator could implement abatement measures as needed to abate the queue.

Suggested abatement methods include but are not limited to the following: redesign of facility layout to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such those discussed in IM-1, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking.

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

⁴⁷ Vehicle Queue: When one or more vehicles blocking any portion of a public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.