



# SAN FRANCISCO PLANNING DEPARTMENT

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## Initial Study - Community Plan Evaluation

*Case No.:* **2016-001738ENV**  
*Project Address:* **1144-1150 Harrison Street**  
*Zoning:* Western SoMa Mixed Use - General (WMUG) District  
Western SoMa Special Use District  
55/65-X Height and Bulk District  
*Block/Lot:* 3755/023  
*Lot Size:* 75,625 square feet  
*Plan Area:* Western SoMa Community Plan  
*Project Sponsor:* Scott Youdall, 1140 Harrison Associates, LP - (925) 490-2990  
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### PROJECT DESCRIPTION

#### Project Location and Site Characteristics

The approximately 75,625-square-foot (1.74-acre) project site is located midblock along the north side of Harrison Street, between 8<sup>th</sup> Street and Langton Street, in San Francisco's South of Market neighborhood (see Figure 1, Project Location). The project site consists of a roughly square-shaped parcel on Block 3755, Lot 023, the block bounded by Harrison Street to the south, 8<sup>th</sup> Street to the west, Folsom Street to the north and 7<sup>th</sup> Street to the east. There are several alleys in the immediate project vicinity. Berwick Place abuts the project site to the west. Hallam Street terminates at the northern boundary of the project site, and Heron Street terminates at the western boundary of the project site. The project site is within the Western SoMa Light Industrial and Residential Historic District (historic district). The site is currently occupied by a one-story plus mezzanine, industrial building constructed in 1907 that is a contributor to the historic district. The existing building varies in building height at 26-feet and 6 inches along Harrison Street and 33-feet along Berwick Street and the northeastern side of the building. The existing building covers the entire parcel and most recently operated as an auto repair facility until August 2017. The auto repair facility has since relocated to other existing industrial buildings in San Francisco, although continues to use the project property for limited overflow vehicle inventory storage.

#### Project Characteristics

The proposed project would demolish the majority of the existing masonry building and construct a six- to seven-story, 65-foot tall<sup>1</sup>, approximately 430,000 gross square-foot (gsf), mixed-use apartment building

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<sup>1</sup> Exceptions from the provisions of the Planning Code with respect to height are confined to minor deviations from the provisions for measurement of height in Sections [260](#) and [261](#) of this Code, and no such deviation shall depart from the purposes or intent of those sections. The minor deviation in the building height is allowed under Planning Code Section 304(d)(6).

### 1144-1150 Harrison Street



containing 341,780 square feet (sf) of residential uses (371 units), 6,600 sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space. The proposed dwelling units would range in size from approximately 425 sf to approximately 1,328 sf and the unit mix would consist of 131 studios, 90 one-bedroom units, 146 two-bedroom units, and four three-bedroom units. Approximately 29,724 sf of public and private open space would be provided with private balconies and decks, three common courtyards, a widened Harrison Street sidewalk, a 30-foot wide public midblock passage from Harrison Street to Hallam Street, and private decks and two common roof decks on the sixth floor.

The project site has a grade change of 7.5 feet from Harrison Street upward to its northwest corner along Berwick Place, allowing a courtyard level at the interior of the site to be inserted between the ground floor and the basement level garage, resulting in the building containing seven stories within the interior and six stories within the perimeter of the project site. The project would provide a 30-foot wide publicly accessible north-south midblock passage directly connecting Hallam Street with Harrison Street. The passage would enhance pedestrian and bicycle connections between Harrison Street, Hallam Street and Folsom Street, while also providing a visual break in the massing of the project.

The project would provide 172 on-site vehicle parking spaces (167 vehicle spaces, three car share vehicle spaces, and two service vehicle spaces) as well as utility, trash, and electrical rooms within the basement level garage. The project would provide 372 Class 1 and 48 Class 2 bicycle parking spaces, approximately 3,766 sf bicycle storage and parking on the ground floor. The project would also provide approximately 650 sf of bicycle lounge space. Primary pedestrian access for the residential use would be provided from the midblock passage, with pedestrian access for the commercial uses provided along Berwick Place and along Harrison Street. Vehicular access to the basement level garage would be through a proposed driveway at the southeast corner of the site with an 18-foot-wide curb cut on Harrison Street. The proposed project would include a 52-foot-long on-street commercial loading zone along the north side of Harrison Street between the proposed driveway and the midblock passageway, and a 66-foot-long on-street passenger loading zone along Harrison Street west of the commercial loading zone. The proposed project would reduce the number of travel lanes from five lanes to four along Harrison Street between 7<sup>th</sup> Street and 8<sup>th</sup> Street, widen the sidewalk from 8 to 15 feet along Harrison Street between Langton Street and Berwick Place, install a raised crosswalk across Berwick Place at Harrison Street, reconstruct the existing sidewalks along both sides of Berwick Place, and add curb ramps at the intersection of Berwick Place and Heron Street. In addition, the proposed project includes additional transportation demand management measures such as providing car-share parking and memberships, providing delivery package lockers, providing multimodal wayfinding signage, real-time transportation information displays and information about travel options, unbundling parking costs, and providing less accessory parking than the neighborhood parking rate. The proposed project would remove four street trees and provide 21 new trees within the midblock passage, on the rooftop, and along Harrison Street. See Exhibit 1 for a complete set of project plans (site plan, floor plans, elevations, and sections).

Construction of the proposed project would occur for approximately 30 months, and is anticipated to commence in November 2018 and be completed by May 2021. Project construction is expected to require excavation of approximately 52,947 cubic yards of soil to a depth of 20 feet below grade for the proposed basement level. The proposed building would be supported by a structural mat foundation, thick enough to resist hydrostatic uplift pressure with the installation of pre-drilled soldier piles; use of pile driving hammers is not proposed.

## PROJECT APPROVALS

The proposed project would require the following approvals:

### *San Francisco Planning Commission*

- Conditional Use (CUA) Authorization pursuant to Planning Code Sections 263.29, 303, 304 and 823(c)(11) for a major development in the Western SoMA Special Use District requesting a height exception above the base height limit of 55-X to the maximum height limit of 65-X.

### *Department of Building Inspection*

- Review and approval of demolition and building permits.

### *Department of Public Health*

- Review for compliance with the Maher Ordinance, article 22A of the Health Code.
- Review for compliance with article 38 of the Health Code for enhanced ventilation.
- Review and approval of a Demolition and Construction Dust Control Plan.

### *Bay Area Air Quality Management District*

#### *San Francisco Fire Department*

#### *San Francisco Public Works*

- Review and approval of permits for removal of Underground Storage Tanks

### *San Francisco Board of Supervisors*

- Review and approval of sidewalk legislation to widen the sidewalk on Harrison Street

### *San Francisco Municipal Transportation Agency*

- Review and approval of an on-street commercial loading zone and an on-street passenger loading zone along the north side of Harrison Street between the proposed driveway and Berwick Place.
- Approval of construction within the public right-of-way (e.g., sidewalk widening) to ensure consistency with the Better Streets Plan.

### *San Francisco Public Utilities Commission*

- Approval of a stormwater management plan that complies with the City's stormwater design guidelines.
- Review and approval of a dewatering permit.

The conditional use authorization is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.



## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Evaluation (CPE) Initial Study Checklist (CPE Checklist) evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* (Western SoMa PEIR).<sup>2</sup> The CPE Checklist considers 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 Western SoMa 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, focused mitigated negative declaration or environmental impact report. If no such topics are identified, no additional environmental review shall be required for the project beyond that provided in the Western SoMa PEIR and this project-specific initial study in accordance with CEQA 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 initial study.

The Western SoMa PEIR identified significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind and shadow, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to cultural and paleontological resources, transportation and circulation, noise, air quality, and shadow. Mitigation measures were identified for the above impacts—aside from shadow—and reduced said impacts to less-than-significant levels except for those related to cultural and paleontological resources (cumulative impacts from demolition of historic resources), transportation (cumulative transit impacts on several Muni lines), noise (cumulative noise impacts), and air quality (program-level TACs and PM<sub>2.5</sub> pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would involve the demolition of the majority of the existing industrial building and construction of a 65-foot-tall, six- to seven-story, 430,000 gross square foot building including 371 dwelling units, 6,600 square feet of ground-floor commercial use, and 12,250 square feet of leasing and amenity space. As discussed in this initial study, the proposed project would not result in new significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

## CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Western SoMa PEIR in 2012, 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 Western SoMa plan area. As discussed in

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<sup>2</sup> San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report* (PEIR), Planning Department Cases No. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed June 3, 2016.

each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014;
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below);
- 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, the Transportation Sustainability Program<sup>3</sup> process, and state statute and Planning Commission resolution regarding automobile delay, and VMT effective March 2016 (see CPE Checklist section “Transportation”);
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see CPE Checklist section “Noise”);
- San Francisco ordinance establishing Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see CPE 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 CPE Checklist section “Recreation”); and
- Article 22A of the Health Code amendments effective August 2013 (see CPE Checklist section “Hazardous Materials”).

### **Aesthetics and Parking**

In accordance with CEQA Section 21099: Modernization of Transportation Analysis for Transit Oriented Projects, aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets 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.

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<sup>3</sup> San Francisco Planning Department. “Transportation Sustainability Program.” Available online: <http://tsp.sfplanning.org>, accessed April 11, 2018.

The proposed project meets each of the above criteria. Therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>4</sup> Project elevations are included in the project description.

### Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*,<sup>5</sup> recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On November 27, 2017, OPR transmitted the proposed amendments to the CEQA Guidelines to the California Natural Resources Agency to initiate the rulemaking process.<sup>6</sup> On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Therefore, impacts and mitigation measures from the Western SoMa PEIR associated with automobile delay are not discussed in this initial study, including PEIR Mitigation Measure M-TR-1c: Optimization of Signal Timing at the 8<sup>th</sup>/Harrison/I-80 Westbound Off-Ramp Intersection. Instead, VMT and induced automobile travel impact analyses are provided in the Transportation and Circulation section of this initial study.

| Topics:  | Significant<br>Impact Peculiar<br>to Project or<br>Project Site | Significant<br>Impact not<br>Identified in PEIR | Significant<br>Impact due to<br>Substantial New<br>Information | No Significant<br>Impact not<br>Previously<br>Identified in PEIR |
|--|---|---|--|--|
| <b>1. LAND USE AND LAND USE PLANNING—<br/>Would the project:</b> |   |   |  |  |
| a) Physically divide an established community?                   | <input type="checkbox"/>  | <input type="checkbox"/>                        | <input type="checkbox"/>                                       | <input checked="" type="checkbox"/>                              |

<sup>4</sup> San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 1144-1150 Harrison Street, January 31, 2017. This document and others referenced in this Initial Study Checklist (if not available online) are available for review as part of case file 2016-001738ENV at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

<sup>5</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

<sup>6</sup> California Governor’s Office of Planning and Research. 2017. *Transmittal letter to California Natural Resources Agency*. Online at [http://www.opr.ca.gov/docs/20171127\\_Transmittal\\_Letter\\_OPR\\_to\\_Resources\\_Nov\\_2017.pdf](http://www.opr.ca.gov/docs/20171127_Transmittal_Letter_OPR_to_Resources_Nov_2017.pdf). Accessed March 7, 2018.

| Topics:   | Significant<br>Impact Peculiar<br>to Project or<br>Project Site | Significant<br>Impact not<br>Identified in PEIR | Significant<br>Impact due to<br>Substantial New<br>Information | No Significant<br>Impact not<br>Previously<br>Identified in PEIR |
|---|---|---|--|--|
| 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 Western SoMa PEIR determined that adoption of the *Western SoMa Community Plan* would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the *Plan* would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

As a result of the *Western SoMa Community Plan*, the project site was rezoned from Service/Light Industrial/Residential (SLR) to Western SoMa Mixed Use – General (WMUG) and the height and bulk district was changed from 50-X to a combination of 55/65X. The WMUG district is largely comprised of low-scale, production, distribution, and repair uses mixed with housing and small-scale retail. The WMUG largely surrounds the Residential Enclave District (RED) and RED Mixed clusters north of Harrison Street. It is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities, while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. Housing is encouraged over ground floor commercial and production, distribution, and repair uses. New residential or mixed-use developments are encouraged to provide as much mixed-income family housing as possible. The proposed mixed-use project with ground floor retail/flex spaces is consistent with this designation.

The Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is permitted in the WMUG zoning districts and is consistent with the height, density, and land uses as specified in the *Western SoMa Community Plan*.<sup>7,8</sup>

The Western SoMa PEIR determined that implementation of the Area Plan would not create any new physical barriers in the Plan Area because the rezoning, changes to the height and bulk district, and Area Plan do not provide for any new major roadways, such as freeways, that would divide the project area or isolate individual neighborhoods within it.

For these reasons, implementation of the proposed project would not result in significant impacts related to land use and land use planning that were not identified in the Western SoMa PEIR.

<sup>7</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis*, 1144-1150 Harrison Street, April 3, 2018.

<sup>8</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis*, 1144-1150 Harrison Street, August 21, 2017.

| Topics:   | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|---|---|--|--|--|
| <b>2. POPULATION AND HOUSING—<br/>Would the project:</b>  |   |  |  |  |
| 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 *Western SoMa Community Plan* is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in and of 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 throughout the Plan Area. The Western SoMa 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 occasionally used for vehicle storage by the former auto repair business, and no employees of the auto repair business regularly work there. The proposed project would demolish the majority of the existing masonry building and construct a six- to seven-story, 65-foot-tall, approximately 430,000 gross square-foot (gsf), mixed-use building containing 341,780 sf of residential uses (371 residential units), 6,600 sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space. These uses would be expected to add approximately 861 residents and approximately 24 employees to the site.<sup>9</sup> These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the *Western SoMa Community Plan*, and were evaluated in the Western SoMa PEIR.

<sup>9</sup> New residents were estimated by multiplying the average household size (2.32 persons per household) for the City of San Francisco by the number of total units (California Department of Finance, *Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2017, with 2010 Benchmark*, May 1, 2017, accessed October 20, 2017). New employees were estimated based upon commercial retail square footage, the SF Planning Department's *Transportation Impact Analysis Guidelines*, and the 1144-1150 Harrison Street Transportation Impact Study for employees per square foot of office use. Employee density for commercial use is based on an office use, as this is the highest-density non-residential use and adequately captures the expected range of potential commercial tenants for these spaces.

For these reasons, the proposed project would not result in significant impacts related to population and housing that were not identified in the Western SoMa PEIR.

| <i>Topics:</i>  | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|---|---|--|--|--|
| <b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>   |   |  |  |  |
| 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 Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition of historic architectural resources within the Plan area.

The below section relies substantially on a Historic Resource Evaluation (HRE) prepared for the proposed project, as well as the Planning Department's Historic Resource Evaluation Response (HRER).<sup>10,11</sup>

### Western SoMa Light Industrial and Residential Historic District

The project site is located within the Western SoMa Light Industrial and Residential Historic District (Western SoMa Historic District), a National Register-eligible district identified through the South of Market Area Historic Resource Survey.<sup>12,13</sup> The Western SoMa Historic District developed between 1906 and 1936, and contributing resources are light industrial, residential and commercial properties. The historic district was determined to be eligible for the National Register under Criteria 1 (events) and 3

<sup>10</sup> Page & Turnbull, 1140-1150 Harrison Street Historic Resource Evaluation- Parts One and Two, March 2, 2017.

<sup>11</sup> San Francisco Planning Department, Historic Resource Evaluation Response for 1144-1150 Harrison Street, February 28, 2018.

<sup>12</sup> The Western SoMa Light Industrial and Residential Historic District Record is available online at: <http://sf-planning.org/historic-resources-survey-program>, accessed February 21, 2018.

<sup>13</sup> The South of Market Area Historic Resource Survey is available online at: <http://www.sf-planning.org/index.aspx?page=2530>, accessed February 21, 2018.



(embodies the distinctive characteristics of a type, period, region or method of construction or possesses high artistic values). The district is significant as representative of a noteworthy trend in development patterns and the establishment of ethnic groups in San Francisco following the 1906 earthquake. The district is also significant as a representation of a group of properties that embody the distinctive characteristics of a type, period, or method of construction and as a representation of a significant and distinguishable entity whose components may lack individual distinction.

The Western SoMa Historic District was destroyed in 1906 and rebuilt in two major building booms (1906-1911 and 1920-1925). Many of the buildings were designed by a limited number of architects, which resulted in a uniform building stock. The majority of the buildings are two-to-five story, reinforced concrete loft structures with multi-light steel industrial windows and minimal ornamentation. Light industrial buildings in the historic district are characterized by loft spaces that are used for light manufacturing, warehousing and wholesale distribution, and automotive repair. During the first building boom, light industrial buildings were often constructed of brick masonry, while buildings from the second boom were often two- or three-story concrete loft structures. The historic district originally possessed 721 resources, of which 478 resources contribute to the district's historic character.

Although character-defining features of the Western SoMa Historic District were not identified during the survey, the HRE prepared as part of this environmental review provided a description of character-defining features for the historic district's light industrial, warehouse, and commercial buildings. The light industrial, warehouse, and commercial buildings are typically one to five stories in height, with the majority being two and three-story structures. They generally have no (or minimal) setback at the street level or at their upper stories, and are generally regularly shaped, with some trapezoidal shapes at the southwest portion of the historic district. Buildings in the historic district tend to occupy the entire parcel on which they are located, with the front façade spanning the entire width of the lot, and have rectilinear forms, with flat roofs or low pitch front gable roofs. The first story of these buildings includes a mixture of fixed windows, multi-light steel sash windows, pedestrian entrances, and vehicular entrances while upper story windows vary in accordance with when they were constructed. Most of the buildings are of concrete or brick masonry construction, with brick or stucco cladding. Primary façades of contributing buildings, especially at upper stories, often include large expanses of glass, set most commonly in metal sash multi-light windows. The light industrial, warehouse, and commercial buildings in the district are generally subdued in color with some brick buildings painted to show their natural red or buff brick color and stucco buildings painted in muted natural tones including brown, grey, blue or off-white. Design features of these buildings are generally largely symmetrical at their primary facades, with generally flush entrances, although some commercial buildings have recessed entries. Primary facades tend to be strictly rectilinear, with strong vertical piers between large multilight windows. Architectural detail is generally restrained due to the utilitarian use of the buildings. Smaller buildings like the one-to-two story automobile related buildings, generally have a greater amount of detail than the larger, two-to-four story general-use light industrial or warehouse buildings, which may only exhibit a small area of decoration around the primary entrance or office, if at all. Some buildings in the district were designed in the Classical Revival style, the Spanish Colonial Revival style, and the Art Deco style. Many buildings in the district are designed in the 20th Century Commercial style, and have very little ornamentation, which

may include a moderately projecting cornice and applied plaster cartouches or garlands. The Planning Department concurs with the historic district's character-defining features identified by the consultant.<sup>14</sup>

### **Subject property at 1144-1150 Harrison Street**

The subject building at 1144-1150 Harrison Street is a one-story plus mezzanine light industrial building constructed in 1907 for the former Metropolitan Laundry Company and designed in a modified Renaissance Revival style with arched openings, pilasters, and strong horizontal lines. The entire façade is brick construction with the south and north sections emphasized with parapets and large commercial entrances with window-walls, and the central section featuring arched openings and doorways. The subject property remained owned and operated by Metropolitan Laundry Company up until 1949. The building has had numerous alterations over time by later owners to accommodate different uses. The more substantial alterations included placement of stucco over the brick façade along Harrison Street and modifications to the arched openings along Harrison Street and Berwick Place.

As part of the South of Market Area Historic Resource Survey, the subject property was assigned a code of 3CD, which designates the building as eligible for listing in the California Register as a contributor to Western SoMa Historic District through survey evaluation.<sup>15</sup> The subject building was not evaluated for individual historic significance as part of that survey. Therefore, the HRE for this environmental review evaluated the subject property for individual historic resource eligibility.

As stated above, the building on the project site was evaluated to determine if it is an individual historic resource. The light industrial building was constructed in 1907 by master architect Frederick H. Meyer, yet the HRE analysis found that it does not retain significance for the following reasons. The original and subsequent owners and occupants of the building were not important to local, state or national history. The career of master architect Frederick H. Meyer is better represented by his other extant buildings than by the subject building. In addition, major alterations to the building have resulted in the removal or covering of nearly all historic materials, arched openings, and decorative elements that contributed to the building's original design. The building's primary façade has been severely compromised, resulting in a loss of integrity with respect to design, materials, and workmanship. As a result, the building no longer retains integrity of feeling or association. Due to these factors, the subject building was determined not to be individually eligible for listing in the California Register in the HRE. The department concurs with the findings of the HRE Part I that the building at 1144-1150 Harrison Street is not an individual historic resource for the purpose of CEQA.<sup>16</sup>

### **Project Impact Analysis**

Although the existing building at 1144-1150 Harrison Street is not an individual historic resource, it is a contributing resource within the identified Western SoMa Historic District. The proposed project would demolish the majority of the existing one-story plus mezzanine reinforced brick masonry light industrial building. Therefore, the analysis focused on whether the demolition of the existing structure would materially impair the surrounding historic district such that it would no longer convey its significance. In

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<sup>14</sup> San Francisco Planning Department, *Historic Resource Evaluation Response for 1144-1150 Harrison Street*, February 28, 2018.

<sup>15</sup> Page & Turnbull, *1140-1150 Harrison Street Historic Resource Evaluation- Parts One and Two*, March 2, 2017.

<sup>16</sup> San Francisco Planning Department, *Historic Resource Evaluation Response for 1144-1150 Harrison Street*, February 28, 2018.

addition, the analysis assessed significant cultural resource impacts to offsite historic resources as well as compatibility of the new construction with the surrounding individual historic resources and the historic district.

While the proposed project would result in demolition of the existing building, it would retain the existing brick wall façade along the eastern property line facing residential buildings along Langton Street, along all of Hallam Street, and along half of the wall along Berwick Place, incorporating the brick wall on these façades into the new development. The primary façade along Harrison Street, which has been substantially altered, would not be retained. The department determined that although demolition of the contributing resource is not reversible, the essential form and integrity of the Western SoMa Historic District as a whole would not be impaired for the reasons discussed below.

The analysis evaluated the proposed project's loss of the existing building and new construction for both compatibility with the character-defining features of the West SoMa Historic District as well as for the potential to materially impair the historic district, using the guidance of Standard 9 and Standard 10 of the Secretary of the Interior's Standards for Rehabilitation.<sup>17</sup>

The proposed project would retain the existing brick wall façade along the eastern property line facing residential buildings along Langton Street, all of Hallam Street and half of the wall along Berwick Place, incorporating these façades into the new development. The primary façade along Harrison Street, which has been substantially altered, would not be retained. Primary façade would feature a palate of mixed materials. The first story would contain a number of commercial storefronts along with an open glazed entry to the midblock alley and access to below grade parking in the far right (north) corner. The upper stories would be clad in a variety of brick, metal, and cement plaster finishes with regularly spaced fenestration pattern of openings. The 30-foot-wide north-south midblock alley would provide bicycle and pedestrian access between Harrison Street, Hallam Street, while also providing a visual break in the massing of the project. The elevation along Berwick Place would retain a portion of the existing brick wall, and the seven blind arches furthest from Harrison Street on this façade would be reopened to provide ground floor access to both commercial and residential spaces. The north elevation would retain the existing brick wall, and the existing opening from Hallam Street would be reused as the opening to the midblock alley. Similarly, the existing brick wall along the east elevation would be retained, and the new construction would rise behind with a simple pattern of cement plaster and smaller irregularly placed windows.

The HRE found that the proposed building at 1144-1150 Harrison Street is compatible with a number of the characteristics of the Western SoMa Historic District, including its overall form, articulation between the ground and upper stories, use of punched openings and glazing, materiality of the brick, wood composite and cement composite or plaster cladding, overall muted color palate, and stepped parapet. Some aspects of the proposed project are not strictly compatible with the characteristics of the historic district, including its height, fenestration pattern on the northeast facade, and some aspects of the material palate, design features, and architectural style. These differences largely represent contemporary interpretations of historic programmatic needs and construction technology that characterize the historic

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<sup>17</sup> The Secretary of Interior's Standards of Rehabilitation is available online at: <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>, accessed April 12, 2018.

district and serve to distinguish the building from historic fabric, per Standard 9 of the Secretary of the Interior's Standards for Rehabilitation.

Although the proposed project involves the demolition of a contributing resource to the district, the primary façade of this district contributor has been altered beyond recognition. The entire Harrison Street elevation has been covered over with stucco, and new industrial garage openings were installed to accommodate new uses. The portions of the individual building that would be retained are those features that are still extant and visible from the public right-of-way, such as the brick elevation along Berwick Place that features a regular rhythm of arched openings. Therefore, while the proposed project includes the demolition of a contributor to the district, those portions of the contributing building that would be retained are the features that are extant and visible from the public right-of-way.

The proposed building would be located at the edge of the historic district, and would be adjacent to and across the street from buildings that are outside the district. Due to the peripheral location of the proposed project, incompatibility with the overall historic character of the district is expected to be minimal. Overall, while certain aspects of the proposed project are not consistent with the character-defining features of contributing resources within the Western SoMa Historic District such as height, fenestration pattern on the northeast facade, and some aspects of the material palette, design features, and architectural style, these considerations do not appear to significantly affect the surrounding historic district such that the district would no longer be able to convey its historic significance. The department determined that although demolition of the contributing resource is not reversible, the essential form and integrity of the Western SoMa Historic District as a whole would not be impaired. Therefore, the proposed project complies with Standard 10 of the Secretary of the Interior's Standards for Rehabilitation.

The project site is in proximity to and adjacent to existing historic resources. The buildings that are designated as Category A – Historic Resource Present and within 25 feet of the proposed project are as follows: immediately north of the project site include 21 Brush Place and 23 Brush Place, immediately east of the project site includes 152-156 Langton Street, 158 Langton Street, 162-164 Langton Street, 168 Langton Street, 172-174 Langton Street, 176-180 Langton Street, 182 Langton Street, west and northwest of the project site include 1170 Harrison, 7 Heron, 10 Heron, 59 Rodgers, and 61 Rodgers streets, and northeast of the project site includes 1124 Harrison Street.

The department determined that the demolition of 1144 – 1150 Harrison Street, and the new construction of the proposed project would not affect nearby historic resources, including individually eligible buildings along Harrison Street or within the Western SoMa Historic District. As mentioned above, the design of the proposed project has been determined to be compatible with the character-defining features of the historic district such that it would reduce the potential for direct or indirect impacts. While the proposed project may slightly alter the setting of these nearby individual buildings and contributors to the historic district, the overall integrity of these resources will not be affected by the project.<sup>18</sup>

However, project-related construction activities have the potential to damage these historic resources. The Western SoMa PEIR identified two mitigation measures that would reduce construction-related impacts on historic resources to less-than-significant levels. PEIR Mitigation Measures M-CP-7a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-7b (Construction Monitoring

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<sup>18</sup> San Francisco Planning Department, *Historic Resource Evaluation Response for 1144-1150 Harrison Street*, February 28, 2018.

Program for Historical Resources) requires project sponsors, in consultation with the Planning Department, to determine whether historic buildings are within 100 feet (if pile driving is proposed) or 25 feet (if heavy equipment is proposed) of a construction site. If so, the project sponsor must ensure that contractors use all feasible means to avoid damage to those historic buildings during demolition and construction, (PEIR Mitigation Measure M-CP-7a), and undertake a monitoring program to ensure that any such damage is documented and repaired (PEIR Mitigation Measure M-CP-7b). Pile driving would not be used for construction of the proposed project, but heavy equipment would be used for portions of the construction.

The project sponsor has agreed to implement Mitigation Measures M-CP-7a and M-CP-7b as Project Mitigation Measures 1 and 2, respectively on pages 51 and 52. With implementation of PEIR Mitigation Measures M-CP-7a and M-CP-7b), the potential impacts to historic resources within 25 feet of the project site as a result of project construction activities would be reduced to a less-than-significant level.

### **Cumulative Historic Architectural Resource Impacts**

Cumulative historic architectural resource impacts, which include those for the proposed project as well as for any other recently completed or known future projects, were also evaluated in the HRE. Within the cumulative study area there are four active planning applications, all four of which involve contributing resources to the district. However, none of these projects involves substantial alterations or demolition of a building. Most are related to minor roof repairs, installation of wireless facilities, or other modifications that do not involve expansion of the building envelope. Only one project, at 32 Heron Street, involves expansion of the building to include a rooftop pavilion. Given the relatively minor scopes of work for the recent and foreseeable projects, there are no anticipated cumulative impacts to the historic district. The HRE and HRER determined that the proposed project at 1144-1150 Harrison Street, in combination with other recent and known ongoing construction in the area, would not detrimentally affect the integrity and would not contribute to a significant cumulative historic architectural resource impact on the Western SoMa Historic District. Adjacent individual resources are also contributing resources to the historic district. Although the proposed project would alter the setting of these individual buildings, there does not appear to be a combination of recent and foreseeable projects that would result in cumulative impacts to any identified individual resources in the project vicinity. For these reasons, the HRE and HRER determined that the proposed project would not combine with this, or other, projects in such a way that there would be a significant cumulative impact to historic architectural resources.

### **Conclusion**

The HRE and HRER determined that although the proposed project would not cause a substantial adverse effect on a historical resource, it would involve the demolition of a contributing building to the Western SoMa Historic District. However, the proposed demolition would not result in a significant cultural resource impact as described above. Therefore, PEIR Mitigation Measure M-CP-1a: Documentation of a Historical Resource, PEIR Mitigation Measures M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program do not apply to the proposed project. However, to further minimize any secondary, but less than significant, effects due to the demolition of the existing structure under the proposed project, Project Improvement Measure 1 (Interpretive Program on Site History) has been identified. This is included in this community plan evaluation as Project Improvement Measure 1, beginning on page 60.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa Community Plan PEIR.

### **Archeological Resources**

The Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. The proposed project would involve excavation of approximately 52,947 cubic yards soil to a depth of up to 26 feet below ground surface for the basement level garage on a mat slab foundation. Therefore, Mitigation Measure M-CP-4a would apply to the project.

As part of implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologists conducted a Preliminary Archeology Review (PAR) of the proposed project.<sup>19</sup> The PAR determined that the potential of the project to adversely affect archeological resources would be avoided by implementation of the Planning Department's Third Standard Archeological Mitigation Measure (Archeological Testing). Therefore, in accordance with PEIR Mitigation Measure M-CP-4a (Project Mitigation Measure 3 on page 52), the project sponsor would be required to retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List maintained by the Planning Department archaeologists, and the selected archeological consultant would be required to undertake an archeological testing program. The project would not result in significant impacts related to archeological resources with implementation of this mitigation measure.

### **Paleontological Resources**

The Western SoMa PEIR determined that implementation of the *Plan* would have low potential to uncover unique or significant fossils as geological materials that would be disturbed by construction excavation in the Plan area would have little to no likelihood of containing unique or significant fossils. Therefore, the PEIR found less-than-significant impacts on paleontological resources.

The proposed project would involve excavation up to of approximately 26 feet below ground surface. Pursuant to borings taken for the geotechnical investigation, the project site is underlain by the following: two to three feet of fill, 29 feet of sand dunes, which are over 29 to 36 feet of marsh deposit below which there are 36 feet of Colma Formation.<sup>20</sup> Under present plans, depth of excavation would extend to fill and sand dunes depths for which the potential for paleontological resources would be low. The proposed project would not result in significant impacts on paleontological resources.

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<sup>19</sup> San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review, 1144-1150 Harrison Street, Case No. 2016-001738ENV*, September 28, 2017. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-001738ENV.

<sup>20</sup> ENGEO Incorporated, Supplemental Geotechnical Exploration, 1144-1150 Harrison Street, San Francisco, California, August 22, 2017.



For the reasons above, the proposed project would not result in either project-level or cumulative significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.

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

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

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the *Western SoMa Community Plan* were identified to have significant impacts related to loading, but the impacts were reduced to less-than-significant levels with mitigation.

The Western SoMa PEIR anticipated that adoption of the *Western SoMa Community Plan* could result in significant impacts on cumulative transit and loading, and identified two transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant levels. Even with

mitigation, however, it was anticipated that the significant cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

### Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.<sup>21,22</sup>

The proposed project would have a significant effect on the environment if it would cause substantial additional VMT. State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("Proposed Transportation Impact Guidelines") recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts

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<sup>21</sup> To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

<sup>22</sup> San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone (TAZ) that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

For residential development, the existing regional average daily VMT per capita is 17.2.<sup>23</sup> For retail development, regional average daily work-related VMT per employee is 14.9. Average daily VMT for both land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 629.

As shown in Table 1 below, the proposed project's residential and commercial uses would be located in a TAZ where existing VMT for residential and retail uses are more than 15 percent below regional averages.<sup>24</sup> The existing average daily household VMT per capita for residential uses in TAZ 629 is 2.1 miles. This is approximately 88 percent below the existing regional average daily VMT per capita of 17.2. The existing average daily VMT per employee for retail uses in TAZ 629 is 9.0 miles. This is approximately 40 percent below the existing regional average daily work-related VMT per employee of 14.9. Future 2040 average daily VMT per capita is 1.8, which is 89 percent below the future 2040 regional average daily VMT per capita of 16.1. Future 2040 average daily VMT per retail employee is 8.7, which is 40 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6.

**Table 1: Daily Vehicle Miles Traveled**

| Land Use                 | Existing                  |                                     |         | Cumulative 2040           |                                     |         |
|--------------------------|---------------------------|-------------------------------------|---------|---------------------------|-------------------------------------|---------|
|                          | Bay Area Regional Average | Bay Area Regional Average minus 15% | TAZ 629 | Bay Area Regional Average | Bay Area Regional Average minus 15% | TAZ 629 |
| Households (Residential) | 17.2                      | 14.6                                | 2.1     | 16.1                      | 13.7                                | 1.8     |
| Employment (Retail)      | 14.9                      | 12.6                                | 9.0     | 14.6                      | 12.4                                | 8.7     |

Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the project's proposed residential and commercial uses would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to

<sup>23</sup> Includes the VMT generated by the households in the development.

<sup>24</sup> San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1144-1150 Harrison Street, January 31, 2018.

VMT. Furthermore, the project site is located within the map-based screening area criterion, which also indicates that the proposed project would not cause substantial additional VMT.<sup>25</sup>

### Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include a travel lane reduction and sidewalk widening along Harrison Street; a new midblock passage connecting Hallam Street to Harrison Street; a raised crosswalk across Berwick Place at Harrison Street; and new or reconstructed ADA-compliant curb ramps at several locations. The proposed project would also remove and/or reconfigure on-street parking; fill in existing curb cuts and construct one new curb cut; and establish new on-street commercial and passenger loading zones. Therefore, the proposed project would qualify as an "active transportation, rightsizing (a.k.a. road diet) and transit project." These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.<sup>26</sup> Therefore, the proposed project would not substantially induce additional automobile travel.

### Trip Generation

The proposed project would demolish the majority of the existing building to construct the proposed project. The most recent use of the building was as an automobile repair facility (German Motors Collision Center), which ceased operation at the site in August 2017. The proposed project would construct a six-to seven-story, 65-foot-tall, approximately 430,000 gsf mixed-use apartment building. The building would include 341,780 sf of residential uses, 6,600 sf of commercial use on the ground floor, 12,250 sf of amenity and lease space, and 69,547 sf of garage space. The proposed dwelling units would include 132 studios, 88 one-bedroom units, 147 two-bedroom units, and four three-bedroom units. The project would provide 172 on-site vehicle parking spaces (170 vehicle spaces and two service vehicle spaces), as well as utility, trash, and electrical rooms within the basement level garage. The project would provide 372 Class 1 and 48 Class 2 bicycle parking spaces, approximately 3,766 sf of bicycle storage, and approximately 650 sf of bicycle lounge space.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. The proposed project would generate an estimated 1,192 vehicle trips and 4,192 person trips (inbound and outbound) on a weekday daily basis, consisting of

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<sup>25</sup> Ibid.

<sup>26</sup> San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1144-1150 Harrison Street, January 31, 2018.

1,483 person trips by auto, 1,132 transit trips, 1,118 walk trips and 460 trips by other modes (bike, etc.). During the p.m. peak hour, the proposed project would generate an estimated 193 vehicle trips and 640 person trips, consisting of 226 person trips by auto, 181 transit trips, 164 walk trips and 69 trips by other modes.

### **Transit**

The West SoMa PEIR found that neither implementation of the plan nor the rezoning of adjacent parcels would substantially affect the capacity utilization of the local Muni and regional transit lines, and transit impacts would be less than significant and no mitigation was required.<sup>27</sup> The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: 8-Bayshore, 8AX-Bayshore A Express, 8BX-Bayshore B Express, 12-Folsom/Pacific, 14X-Mission Express, 19-Polk, 27-Bryant, 47-Van Ness, and 83X-Mid-Market Express. The closest bus stops are approximately 280 feet away from the project site near the intersection of Harrison and 7<sup>th</sup> and 8<sup>th</sup> streets. These bus stops serve the 12-Folsom/Pacific, 19-Polk, 27-Bryant, and 47-Van Ness bus lines.

The proposed project would generate a total of 1,132 daily transit trips and 181 p.m. peak-hour transit trips, which would be distributed among the multiple transit lines serving the project vicinity. These 1,132 daily and 181 p.m. peak-hour transit trips represent a minor contribution to overall transit demand in the plan area that would be accommodated by existing transit capacity. The proposed project would not result in unacceptable levels of transit service or cause an increase in transit service delays or operating costs.

In addition, as mentioned above, the Western SoMa PEIR found that adoption of the *Western SoMa Community Plan* could result in significant cumulative impacts on transit. The PEIR identified mitigation measure M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts. As part of the Plan adoption, the Planning Code was amended to implement development impact fees in the Western SoMa Area as called for in the mitigation measure. Thus, the mitigation measure M-C-TR-2 has been superseded by the imposition of Eastern Neighborhoods development impact fees specified in Section 423 as applicable to the Western SoMa Plan Area. The proposed project would be subject to Eastern Neighborhoods Infrastructure Impact Fee – Tier 2, a portion of which would be allocated to fund transit improvements as specified in Table 423.5. Therefore, the proposed project would have a less than significant impact on transit.

### **Bicycle**

There are no existing bicycle facilities along the project street frontages, and bicycle activity is generally low along Harrison Street in the vicinity of the project site. As stated above, the proposed project would generate an estimated 460 daily trips by “other” modes, which includes bike trips. The proposed project would provide Class 1 bicycle parking inside the building, as well as Class 2 bicycle parking in various locations within portions of the sidewalk along Harrison Street and along the midblock passage (subject to consultation with SFMTA). Bicycle trips from the proposed project would be sufficiently accommodated within these facilities. Although the proposed project would result in an increase in the

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<sup>27</sup> LCW Consulting, Western SoMa Community Plan Transportation Impact Study, Table 4, June 2012.

number of vehicles in the vicinity of the project site, this anticipated increase in vehicle trips would not be substantial enough to create potentially hazardous conditions for bicyclists.

Furthermore, the proposed project would not modify any existing bicycle facilities, or include any design features that would create hazards for bicyclists or interfere with bicycle access or circulation. The proposed project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site or adjoining areas, and the proposed project would have a less than significant impact on bicycles.

### **Pedestrian**

The Western SoMa PEIR acknowledged that the Western SoMa is in an area of San Francisco with one of the highest concentrations of pedestrian injuries and deaths. Pedestrian volumes within the Plan area are low to moderate, with higher pedestrian volumes along portions of Townsend, Brannan, and Bryant Streets, and near the Caltrain terminal at Fourth and King Streets. The PEIR states that new pedestrian trips generated by development under the community plan would be accommodated on the existing sidewalks and would not substantially affect pedestrian conditions on nearby sidewalks and crosswalks. While conflicts between pedestrians and vehicles could likely increase as traffic volumes increase due to residential and non-residential development, implementation of the plan would not be expected to have a significant impact on existing pedestrian conditions because neither vehicle traffic volumes nor pedestrian activity would increase to such a degree that a substantial increase in conflicts would be anticipated. Therefore, the PEIR found impacts on pedestrians to be less than significant.

The proposed project would generate approximately 345 pedestrian trips (164 walking trips and 181 trips to/from nearby transit stops) during the typical p.m. peak hour. The new pedestrian trips could be accommodated on existing sidewalks and crosswalks adjacent to the project site. The proposed midblock passage would allow for convenient access to and from the interior of the project site. The proposed project would include several streetscape improvements such as widening the sidewalk along the north side of Harrison Street; reconstructing the existing sidewalks along both sides of Berwick Place; constructing a raised crosswalk across Berwick Place at the intersection with Harrison Street; constructing new ADA-compliant curb ramps at Berwick Place/Heron Street; and reconstructing existing ADA-compliant curb ramps at Langton Street/Harrison Street and Berwick Place/Harrison Street. These improvements would enhance pedestrian access and safety by improving ADA compliance, expanding circulation and queuing zones, and calming vehicle traffic. The proposed project would not create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas. Therefore, the proposed project would have a less-than-significant impact on pedestrians.

### **Traffic Hazards**

The proposed project would generate approximately 193 vehicle trips during the weekday p.m. peak hour. Project-generated vehicle traffic would be largest along the segment of Harrison Street between 7<sup>th</sup> Street and 8<sup>th</sup> Street, where the proposed project would add up to approximately 100 vehicle-trips during the weekday p.m. peak hour, inbound to the proposed project's garage. West of the proposed project's driveway, the proposed project would also add up to approximately 68 outbound vehicle-trips leaving the site during the weekday p.m. peak hour. The proposed project would not substantially increase overall traffic volumes along these streets such that it could cause major traffic hazards. In addition, the



proposed project's streetscape changes along Harrison Street, including sidewalk widening, would generally enhance pedestrian safety and walkability and would not introduce hazards for motorists. The sidewalk widening would require the existing northernmost travel and parking lane to be converted to a parking lane, resulting in lane shifts on one block of Harrison Street, both east and west of the project site.<sup>28</sup> A travel lane reduction from five lanes to four lanes along Harrison Street would be the equivalent of approximately 250 vehicles per hour per lane, well below the typical capacity of a single traffic lane in urban conditions (typically on the order of 600–900 vehicles per hour, depending on signal timing and other factors). Therefore, there would be more than enough roadway capacity to accommodate the total vehicle traffic on this segment of Harrison Street, even with the removal of the fifth travel lane, and the proposed changes are not expected to substantially affect transit operations along Harrison Street. As a result, the proposed project would not cause major traffic hazards, and the proposed project's impacts to traffic conditions would be less-than-significant.

### Loading

The loading analysis in the Western SoMa PEIR provided an overall comparison of proposed loading space supply in the plan area to the Planning Code requirements and discussed the extent to which the estimated daily and peak-hour loading demand would affect loading conditions throughout the plan area. The Western SoMa PEIR found that implementation of the *Western SoMa Community Plan* would generate about 446 delivery and service vehicle trips per day and a demand of about 26 loading spaces during the peak hour of loading activities throughout the Plan Area.

Because it is expected that individual development projects implemented under the *Western SoMa Community Plan* would include off-street loading spaces consistent with Planning Code requirements, the loading demand generated by these development projects would be accommodated within the combination of proposed off-street loading spaces and existing and new on-street loading spaces. Therefore, loading impacts would be less than significant.

Planning Code Section 152.1 requires two off-street freight loading spaces for residential uses greater than 200,001 gsf and less than 500,000 gsf. The proposed project would provide two off-street service vehicle spaces inside the below-grade garage and would seek approval from the SFMTA to establish an on-street commercial loading zone (approximately 52 feet in length) along the north side of Harrison Street west of the proposed driveway. The proposed on-street commercial loading zone would be capable of accommodating up to one large vehicle (e.g., a large delivery truck) or two smaller vehicles simultaneously (assuming each is similar in size to a typical household automobile). While the proposed project would include two service vehicle spaces in the building's garage, these spaces would not qualify as substitution for one of the required off-street freight loading spaces under the provisions of Planning Code Section 153(a)(6) and would require an exception to Planning Code Section 152.1.

The proposed project would generate a freight loading/service vehicle demand of up to one space during both the average and peak hours of freight loading/service vehicle activities. The proposed project's

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<sup>28</sup> As only four of the travel lanes at the eastern intersection at Seventh Street allow traffic to continue westbound along Harrison Street, the proposed sidewalk widening would be accomplished by the removal of the fifth travel lane along the segment of Harrison Street from Seventh Street to Berwick Place. AECOM, *1144-1150 Harrison Street Transportation Impact Study*, February 15, 2018.

supply of two service vehicle loading spaces and one on-street commercial loading zone (if granted by SFMTA) would satisfy the average-hour and peak-hour loading activities primarily associated with tenant move-in and move-out, waste collection, and mail and package deliveries. The proposed project would not generate a freight loading/service vehicle demand in excess of available and proposed on- or off-street accommodations such that hazardous conditions for traffic, transit, bicycles, or pedestrians or substantial delays to transit could occur. Impacts of project-generated freight loading/service vehicle activities on traffic, transit, bicycle, and pedestrian circulation would be less than significant. To further minimize any secondary, but less than significant, effects because of freight loading/service vehicle activities under the proposed project, Project Improvement Measure 2 (“Management of Freight Loading/Service Vehicle Activities”) has been identified. This measure is included as Project Improvement Measure 2, beginning on page 60.

The proposed project would generate passenger loading activities including both household automobiles, taxis, and for-hire/rideshare vehicles. As described above, the project would seek approval from the SFMTA to establish an on-street passenger loading zone (approximately 66 feet in length) along the north side of Harrison Street west of the proposed commercial loading zone. The proposed on-street passenger loading zone is capable of accommodating up to three vehicles simultaneously (or, equivalently, up to 36 vehicles per hour, conservatively assuming the maximum permitted dwell time of five minutes per vehicle). Therefore, it is unlikely that project-generated passenger loading activities would be sufficiently concentrated at the Harrison Street side of the building or at any other location such that they could result in substantial disruptions to traffic, transit, bicycle, or pedestrian circulation. In addition, only some of the estimated project-generated vehicle trips would involve passenger loading/unloading, as the project consists primarily of residential uses and would include up to 169 accessory off-street parking spaces and three car-share parking spaces. In addition, on-street parking is available along most major streets, as well as some (or some portions of) smaller alleys in the immediate vicinity of the project site. Impacts of project-generated passenger loading activities on traffic, transit, bicycle, and pedestrian circulation would be less than significant.

### **Emergency Vehicle Access**

Emergency vehicle access to the project site is currently provided along all four streets bounding the project block (Folsom Street, Harrison Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street), with Hallam Street, Heron Street, and Berwick Place providing additional access to the secondary frontages of the project site. While general traffic congestion in the project vicinity during the weekday a.m. and p.m. peak periods could result in some delay to emergency vehicle response, non-emergency vehicles must yield right-of-way to emergency vehicles.

The proposed project would not include any design features or major modifications to the roadway network that would affect emergency vehicle access. While the proposed project includes sidewalk widening along the north side of Harrison Street between Langton Street and Berwick Place and a raised crosswalk across Berwick Place at Harrison Street, these streetscape changes would not fundamentally affect emergency vehicle access to the project site. Therefore, the proposed project would have a less than significant impact on emergency vehicle access.

### **Construction**

As stated in the Western SoMa PEIR, construction impacts are specific to individual development projects

and pertain to any potential temporary roadway and sidewalk closures, relocation of bus stops, effects on roadway circulation due to the construction trucks, and the increase in vehicle trips, transit trips, and parking demand associated with construction workers. Construction impacts were not assessed for the Plan in the PEIR and those potential impacts associated individual projects are not usually considered significant because they are temporary and generally of short-term duration. Therefore, no significant construction impacts were identified in the PEIR and no mitigation measures were recommended.

Construction activities for the proposed project would take place over a period of approximately 30 months, commencing in late 2018 and concluding in mid-2021. Temporary and intermittent transportation impacts would result from truck movements to and from the project site during excavation and construction activities. It is anticipated that there would be an average of 25 construction workers per day at the project site, depending on the construction phase (which may require up to 250 workers during peak construction periods). Construction staging would occur within the project site, although the sidewalk fronting the site along Harrison Street or Berwick Place may need to be closed on a temporary basis. Any closures would likely require the temporary closure of the adjacent parking lane (if available) to maintain pedestrian access but would likely otherwise have little effect on roadway capacity. Such closures within the public right-of-way would be requested from the SFMTA, and would be required to comply with *Regulations for Working in San Francisco Streets* known as the Blue Book<sup>29</sup> and maintain safe path of travel adjacent and around the project site. Signage and pedestrian protection would be erected, as appropriate. It is anticipated that no roadways or travel lanes would need to be closed and no transit service or bus stops would need to be rerouted or relocated during the construction period. Project-related construction activities would not result in substantial interference with bicycle, pedestrian, or vehicle circulation and accessibility to adjoining areas thereby resulting in potentially hazardous conditions, and the proposed project would result in less than significant impacts related to construction.

While construction related impacts would be less than significant, an improvement measure could be implemented to further reduce these less-than-significant construction impacts. The transportation study identifies Project Improvement Measure 4: Construction Management, which would limit hours of construction-related traffic, provide construction activity coordination with other construction activities that may take place concurrently in the project vicinity, minimize construction impacts on nearby businesses and residents, and minimize traffic and parking demand associated with construction workers. This improvement measure is included in this CPE Checklist as Project Improvement Measure 4, beginning on page 61.

Nearby construction projects including 1170 Harrison Street and 349 8<sup>th</sup> Street would not have the potential to combine with the construction activities of the proposed project to result in a significant construction impact. The construction of the proposed project and other projects would be temporary and overlap of these activities would not likely occur for the entire duration of the project construction schedule. Furthermore, the 1170 Harrison project involves interior improvements and minor exterior alterations that would require minimal excavation.<sup>30</sup> Therefore, the proposed project, in combination with reasonably foreseeable development would result in less than significant cumulative construction-related

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<sup>29</sup> San Francisco Municipal Transportation Agency. *Regulations for Working in San Francisco Streets*. Online at <https://www.sfmta.com/services/business-services/construction-regulations>. Accessed April 11, 2018.

<sup>30</sup> Email Communication from Jenny Delumo, Senior Planner, San Francisco Planning Department, April 5, 2018.

transportation impacts.

### **Off-street Freight Loading Variant**

The project variant would provide two off-street freight-loading spaces (each measuring 12 feet wide and 35 feet long, with a minimum vertical clearance of 14 feet) in a street-level loading dock along Harrison Street and two service vehicle spaces inside the below-grade garage. The dock would be located at the southwest corner of the eastern portion of the building, west of the proposed garage driveway, and would be served by a curb cut measuring approximately 26 feet in the same location proposed for on-street freight loading (yellow zone) under the proposed project. With the provision of an off-street freight loading dock, no on-street commercial loading zone would be requested as part of the Off-street Freight Loading Variant. The loading dock would result in the loss of approximately 1,015 square feet of commercial use compared to the proposed project. For the purposes of this study, however, it is conservatively assumed that the land use program for the Off-street Freight Loading Variant would remain the same as that under the proposed project.

The loading spaces provided under the Off-street Freight Loading Variant would meet the requirements of the Planning Code Section 152.1. Freight loading/service vehicle demand under the Off-Street Freight Loading Variant would be the equivalent of approximately one space every two hours (on average) or up to one space during the peak hour, similar to the proposed project. Thus, the second off-street freight loading space would only be required to meet Planning Code requirements for the Off-Street Freight Loading Variant, and would not be necessary to satisfy the expected freight loading/service vehicle demand based on the proposed land use program. Each of the spaces would be capable of accommodating SU-30 single-unit trucks (overall length of approximately 30 feet), which would be the largest freight loading/service vehicles expected to regularly visit the site. A truck turning template analysis for dock ingress and egress based on an SU-30 design vehicle shows service vehicles attempting ingress movements would stop west of the dock and reverse into the space, potentially disrupting traffic, transit, and bicycle circulation in the two rightmost (northernmost) travel lanes along Harrison Street. Any vehicles (including transit vehicles) or bicycles traveling behind the truck may need to wait until the service vehicle has cleared these lanes or attempt to merge into the adjacent travel lanes and pass to the left of the service vehicle. Ingress movements may also obstruct pedestrian circulation in the sidewalk, forcing pedestrians to wait until the truck has cleared the sidewalk. In addition, service vehicle operators may have limited visibility of vehicles, bicycles, and pedestrians (and any other obstructions) behind them during these maneuvers.

During egress movements, service vehicle operators would be oriented forward in the direction of travel as they leave the dock and would generally have good visibility. Egress maneuvers would generally result in less obstruction of the adjacent travel lane (second lane from the rightmost lane), but could still result in temporary disruptions to traffic, transit, bicycle, and pedestrian circulation along the adjacent section of Harrison Street. In particular, drivers may block part or all of the sidewalk as they attempt to exit the dock, check for oncoming vehicles, and wait for a gap in traffic before merging into the mixed-flow lane. Operators may also attempt to nudge their vehicle into the rightmost travel lane to obtain better visibility of oncoming traffic, which could disrupt traffic, transit, and bicycle circulation in this lane. The project's sidewalk widening would help reduce the duration of potential disruptions to sidewalk circulation and improve visibility between service vehicle operators and pedestrians.

Overall, effects associated with commercial vehicle maneuvers entering and exiting the loading dock would be temporary and minor, dissipating immediately once the service vehicle has completed its maneuver. Potential effects would not be substantially worse than the effects associated with an on-street commercial loading zone (as proposed under the proposed project), although the duration of potential disruptions may be slightly longer and the magnitude of effects on pedestrian circulation may be greater with a freight loading dock (as proposed under the Off-street Freight Loading Variant).

Given these considerations, the proposed freight loading dock and associated freight loading/service vehicle activity would not result in effects substantial enough to constitute a hazard for traffic, transit, bicycles, or pedestrians or a significant delay for transit. Therefore, freight loading/service vehicle activities associated with the Off-street Freight Loading Variant would result in less-than-significant impacts to traffic, transit, bicycle, and pedestrian circulation.

However, Project Improvement Measure 2 (“Management of Freight Loading/Service Vehicle Activities”), for the proposed project, has also been proposed for the Off-street Freight Loading Variant to further minimize any secondary, but less-than-significant, effects as a result of freight loading/service vehicle activities under the Off-street Freight Loading Variant.

In addition, Project Improvement Measure 3: Freight Loading Dock Management has been proposed for the loading variant to further minimize any secondary, but less-than-significant, effects as a result of the freight loading dock and associated freight loading/service vehicle activity under the variant. This measure is included in this community plan evaluation as Project Improvement Measure 3, beginning on page 61.

The transportation and circulation analysis and conclusions for the proposed project would also apply to the Off-street Freight Loading Variant, resulting in less than significant impacts related to VMT, traffic hazards, transit conditions, bicycle conditions, pedestrian conditions, traffic conditions, and emergency vehicle access, and construction. Project Improvement Measure 4 (“Construction Management”) as described above would also apply to the Off-street Freight Loading Variant to further minimize any secondary (but less than significant) effects as a result of project-related construction activities under the Off-street Freight Loading Variant.

| <i>Topics:</i>  | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|---|---|--|--|--|
| <b>5. NOISE—Would the project:</b>  |   |  |  |  |
| 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"/>  |

| <b>Topics:</b>   | <b>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</b> | <b>Significant<br/>Impact not<br/>Identified in PEIR</b> | <b>Significant<br/>Impact due to<br/>Substantial New<br/>Information</b> | <b>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</b> |
|--|---|--|--|--|
| 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 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, topics 5e and 5f are not applicable to the proposed project.

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, office, and cultural/institutional/educational uses. In addition, the Western SoMa PEIR noted that implementation of the *Western SoMa Community Plan* would incrementally increase traffic-generated noise on some streets in the Plan Area and would result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels; three of these mitigation measures may be applicable to subsequent development projects.<sup>31</sup> A project-specific noise study has been prepared, and the findings of this study are presented below.<sup>32</sup>

### Operational Stationary Noise Analysis

PEIR Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise

<sup>31</sup> Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the Western SoMa PEIR determined that incremental increases in traffic-related noise attributable to implementation of the *Western SoMa Community Plan* would be less than significant and thus would not exacerbate the existing noise environment. Therefore, Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d are not applicable. Nonetheless, for all noise-sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures M-NO-1a and M-NO-1b would be met by compliance with the acoustical standards set forth in the California Building Standards Code (Title 24 of the California Code of Regulations).

<sup>32</sup> Charles M. Salter Associates, Inc., 1144-1150 Harrison Street Project, San Francisco, CA Environmental Noise Assessment, April 6, 2018.



levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. The proposed project includes common outdoor spaces (three ground-level courtyards and two terraces on Floor 6) and fixed noise-generating rooftop mechanical equipment, such as residential heat pumps, supply fans, exhaust fans, future tenant equipment, and air-handling units. In compliance with PEIR Mitigation Measure M-NO-1c, a project-specific noise study was prepared to assess the potential for project-generated noise sources to affect nearby sensitive receptors.<sup>33</sup> The noise study determined that the existing ambient noise levels in the area ranged from 53 dBA to 61 dBA. As the nearest noise sensitive land uses would be residences at 168-174 Langton Street and 11 Brush Place, which are approximately 10 feet to the east and north of the project site respectively, ambient noise levels were identified along the east property plane at Langton Street at 53 dBA and along the north property plane at Hallam Street/Brush Street at 57 dBA. For project-related noise sources related to a residential property, noise limits are 5 dBA over existing ambient noise levels, resulting in noise limits at 58 dBA and 62 dBA respectively.

The predicted noise level of the project's common outdoor spaces would be a maximum of 43 dBA at the east property plane and 53 dBA at the north property plane and would not adversely affect existing sensitive uses. The predicted noise level of the project's rooftop mechanical equipment including the residential heat pumps and supply fans could result in a combined noise level of 67 dBA at the east property plane and 58 dBA at the north property plane. The predicted noise level of the project's mechanical equipment of 67 dBA at the east property plane exceeds the section 2909(a) outdoor noise limit of 58 dBA.<sup>34</sup> In addition, information on other rooftop mechanical equipment such as exhaust fans, future tenant equipment, air-handling units are not available at this time. Therefore, because the proposed project's rooftop equipment under this configuration would exceed the requirements of sections 2909(a) and other future rooftop equipment have not yet been identified, Mitigation Measure M-NO-1c (Project Mitigation Measure 4 on page 56) is applicable to the proposed project (full text provided in the "Mitigation Measures" section below). Project Mitigation Measure 4 shall ensure that the mechanical rooftop equipment along the east property plane and all other rooftop mechanical equipment meet the San Francisco Noise Ordinance (Noise Ordinance) requirements by demonstrating that noise levels along the east property plan are reduced to 58 dBA and noise levels along the north property plane are reduced to 62 dBA. Implementation of the noise reduction measures required by Project Mitigation Measure 4 would reduce noise to a cumulative project-generated noise level of 56 dBA at the east property plane and 59 dBA at the north property plane, therefore meeting the requirements of section 2909(a). An open window typically reduces noise levels from the outside to inside by 15 dBA, and expected project-generated noise levels at the interior of adjacent residences would be 41 dBA at the east property plane and 44 dBA at the north property plane, thereby meeting the requirements of section 2909(d). Therefore, if noise generated by rooftop mechanical equipment meets the requirements of the Noise Ordinance, the project would not result in a significant noise impact.

The proposed project would be subject to the California Building Standards Code (Title 24 of the California Code of Regulations), which establishes uniform noise insulation standards. The Title 24 acoustical standards for nonresidential structures are incorporated into the San Francisco Green Building

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<sup>33</sup> Ibid.

<sup>34</sup> As discussed above, the ambient noise as calculated pursuant to the noise ordinance is no less than 45 dBA. Section 2909(a) requires that noise generated at residential property lines not exceed 5 dBA for residential uses above the ambient, which would be 58 dBA in this case.

Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical standard for nonresidential structures. Pursuant to the Title 24 acoustical standards, all building wall, floor/ceiling, and window assemblies are required to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise levels are achieved. In compliance with Title 24, the Department of Building Inspection (the building department) would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by the building department, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

### **Mobile Source Noise Analysis**

The proposed project would generate 1,192 daily vehicle trips within the plan area, including 193 during the p.m. peak hour. According to the noise study, the highest increase of traffic volume of 100 vehicles per hour (from existing volume of 713 vehicles per hour) would occur along Harrison Street between Sixth Street and Eighth Street, which would increase the noise level by approximately 0.5 dBA. Because traffic generated by the proposed project would result in less than 1 dBA increase in traffic noise, which would not be noticeable, the proposed project's impact would be less than significant and no new or more severe impacts would occur than were identified in the Western SoMa PEIR.

### **Construction Noise Analysis**

PEIR Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would demolish the majority of the existing building and construct a new six to seven-story building, which would generate construction noise in proximity to noise sensitive uses (residential uses) that exist approximately 10 feet north and east of the project site. Therefore, PEIR Mitigation Measure M-NO-2a (Project Mitigation Measure 5 on page 56) would require general construction noise control measures. Project Mitigation Measure 5 is applicable to the proposed project (full text provided in the "Mitigation Measures" section below). The proposed building would be supported by a mat foundation; pile driving is not required. Since the building foundation would avoid vibration effects typically generated by pile-driving activities, PEIR Mitigation Measure M-NO-2b is not applicable to the proposed project.

In addition, all construction activities for the proposed project, which would occur over the course of approximately 30 months, are subject to and would comply with 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 ( $L_{dn}$ )<sup>35,36</sup> 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 San Francisco Public Works (Public Works) or the Director of the building department to best accomplish maximum noise reduction; and (3) if the noise from the

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<sup>35</sup> The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

<sup>36</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period, obtained after the addition of 10 dB to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

construction work would exceed the ambient noise level by 5 dBA at the project site's property line, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of Public Works or the building department authorizes a special permit for conducting the work during that period.

The building department is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.), and the Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 30-month construction period for the proposed project, occupants of nearby properties could be disturbed by construction noise. There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site and be perceived as an annoyance by the occupants of nearby properties. The increase in project-related construction noise in the project vicinity would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 30 months), intermittent, and restricted in occurrence and level, as the contractor is subject to and would comply with the Noise Ordinance and Project Mitigation Measure 5. Compliance with the Noise Ordinance and Project Mitigation Measure 5 would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

Furthermore, the proposed project, along with existing and future planned projects in the area, would be required to comply with construction-related noise limits in the Noise Ordinance. In addition, noise impacts from construction are temporary, localized and noise levels attenuate rapidly with distance. Therefore, the proposed project in combination with reasonably foreseeable cumulative projects would not result in significant cumulative construction noise impacts, and this impact would be less than significant.

For these reasons, the proposed project would not result in significant noise impacts that were not identified in the Western SoMa PEIR.

| <i>Topics:</i>   | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|--|---|--|--|--|
| <b>6. AIR QUALITY—Would the project:</b>   |   |  |  |  |
| 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 Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, they would not be able to reduce these impacts to a less-than-significant level.

### **Construction Dust Control**

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). 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 avoid orders to stop work by the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The proposed project would disturb more than a half of an acre. Therefore, a dust control plan per the Dust Control Ordinance is required. Therefore, in compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant.

### **Criteria Air Pollutants**

The Bay Area Air Quality Management District's (BAAQMD) *CEQA Air Quality Guidelines* (Air Quality Guidelines)<sup>37</sup> provide screening criteria for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project, which involves the demolition of the majority of the existing masonry building, and the construction of a six- to seven-story, 65-foot-tall, approximately 430,000 gross square foot (gsf), mixed-use apartment building containing 341,780 sf of residential uses (371 units), 6,600 sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space, would be below the operational criteria air pollutant screening levels in the Air Quality Guidelines.<sup>38</sup> However, the residential portion of the proposed project would exceed the Air Quality Guidelines construction screening levels for criteria air pollutants, and the proposed 52,947 cubic yards of excavation would result in extensive material transport. Since construction of the proposed project exceeds the criteria air pollutant screening criteria, a detailed air quality assessment was conducted.<sup>39</sup>

### **Construction Emissions**

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<sup>37</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

<sup>38</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017. Table 3-1. Criteria air screening sizes for a mid-rise apartment building is 494 dwelling units for operational and 240 dwelling units for construction.

<sup>39</sup> Planning Department, *Air Quality Memorandum*, Project File 2016-001738ENV – 1144-1150 Harrison Street, August 17, 2017.

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. Construction of the proposed project would occur over approximately 30 months (621 working days). 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 memorandum.<sup>40, 41</sup> 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 pounds/day using the estimated construction duration of 621 working days. As shown in Table 2, unmitigated project construction emissions would be below the threshold of significance for ROG, NO<sub>x</sub>, exhaust PM<sub>10</sub>, and exhaust PM<sub>2.5</sub>.

**Table 2: Daily Project Construction Emissions**

|                                      | <b>Pollutant Emissions (Average Pounds per Day)</b> |                       |                                |                                 |
|--------------------------------------|---|-----------------------|--------------------------------|---------------------------------|
|                                      | <b>ROG</b>  | <b>NO<sub>x</sub></b> | <b>Exhaust PM<sub>10</sub></b> | <b>Exhaust PM<sub>2.5</sub></b> |
| Unmitigated Project Emissions        | 9.97  | 12.52                 | 0.37                           | 0.34                            |
| <b>BAAQMD Significance Threshold</b> | <b>54.0</b>   | <b>54.0</b>           | <b>82.0</b>                    | <b>54.0</b>                     |

Source: BAAQMD, *CEQA Air Quality Guidelines*, May 2017; Planning Department, 2017

Since construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds, PEIR Mitigation Measures M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants would not apply to the proposed project. The project would not have a significant impact related to criteria air pollutants.

### Operation Emissions

The total criteria air pollutant emissions from operations were estimated using CalEEMod defaults for the types of emissions likely generated by the proposed project such as vehicle trips, energy usage, and consumer goods-related emissions.

The CalEEMod annual emissions results were then converted from tons/year to pounds/day and divided by 365 (days per year) to yield average daily operational emissions calculation. The average daily operational emissions were then compared to the BAAQMD thresholds of significance for operational criteria air pollutant emissions. As shown in Table 3, the proposed project's unmitigated daily and annual operation-related CAP emissions would be below the threshold of significance for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 1,192 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

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<sup>40</sup> Ibid.

<sup>41</sup> The land uses analyzed in the Air Quality Memorandum are larger than land uses that would ultimately be proposed, thus, this analysis produces conservative (i.e., overestimates of) results.

**Table 3: Project Operational Emissions**

|   | <b>Pollutant Emissions</b> |                       |                        |                         |
|---|----------------------------|-----------------------|------------------------|-------------------------|
|   | <b>ROG</b>                 | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
| Unmitigated Project Average Daily Emissions           | 14.52                      | 17.81                 | 12.93                  | 3.89                    |
| <b>BAAQMD Significance Threshold (Pounds per Day)</b> | <b>54</b>                  | <b>54</b>             | <b>82</b>              | <b>54</b>               |
| Unmitigated Maximum Annual Project Emissions          | 2.65                       | 3.25                  | 2.36                   | 0.72                    |
| <b>BAAQMD Significance Threshold (Tons per Year)</b>  | <b>10.0</b>                | <b>10.0</b>           | <b>10.0</b>            | <b>10.0</b>             |

Source: BAAQMD, *CEQA Air Quality Guidelines*, May 2017; Planning Department, 2017

### Health Risk

Subsequent to certification of the Western SoMa PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance 224-14, amended December 8, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The project site is within the APEZ. The APEZ, as defined in Article 38, are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the Air Pollutant Exposure Zone, the ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (the health department) that achieves protection from PM<sub>2.5</sub> (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. Projects within the Air Pollutant Exposure Zone, such as the proposed project, 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. In compliance with Article 38, the project sponsor submitted an initial application to the health department.<sup>42</sup>

### Construction

The project site is adjacent to reasonably foreseeable cumulative development projects including 1170 Harrison Street and 349 8<sup>th</sup> Street. Emissions from past, present, and future projects contribute to any regional adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions would contribute to any existing cumulative adverse air quality impacts.<sup>43</sup> The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to

<sup>42</sup> City and County of San Francisco Department of Public Health, *Application for Article 38 Compliance Assessment*. May 18, 2017.

<sup>43</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. PEIR Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards requires projects to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. For projects with construction activities located in an Air Pollutant Exposure Zone, such as the proposed project, compliance with Mitigation Measure M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately 30 months, and diesel-generating equipment would be required for the duration of the proposed project's construction phase. Since the project site is located within an identified Air Pollutant Exposure Zone, Mitigation Measure M-AQ-7 (Project Mitigation Measure 6 on page 57) would apply to the proposed project (full text provided in the "Mitigation Measures" section below). Project Mitigation Measure 6 would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.<sup>44</sup> Compliance with this mitigation measure would result in less-than-significant health risk impacts from project-related construction vehicles and equipment.

#### *Siting New Sources*

Mitigation Measure M-AQ-4: Siting of Uses that Emit PM<sub>2.5</sub> or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The proposed project includes the construction of a six- to seven-story mixed-use apartment building. The project would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, such as a diesel emergency generator, that would emit TACs as part of everyday operations. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project, and project operations would not result in significant health risk impacts.

Therefore, because the proposed project's construction and operational emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

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

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<sup>44</sup> PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

| <b>Topics:</b>  | <b>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</b> | <b>Significant<br/>Impact not<br/>Identified in PEIR</b> | <b>Significant<br/>Impact due to<br/>Substantial New<br/>Information</b> | <b>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</b> |
|---|---|--|--|--|
| <b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>   |   |  |  |  |
| 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"/>  |

### Western SoMa PEIR

The Bay Area Air Quality Management District (BAAQMD) has prepared guidelines and methodologies for analyzing greenhouse gas (GHG) emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with a GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*<sup>45</sup> presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,<sup>46</sup> exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2017 Clean Air Plan*,<sup>47</sup> Executive Order S-3-05,<sup>48</sup> and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>49,50</sup> In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,<sup>51</sup> B-30-15<sup>52,53</sup>, and Senate Bill (SB) 32.<sup>54,55</sup> Therefore, projects that are consistent with San Francisco's

<sup>45</sup> San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at [http://sfmea.sfplanning.org/GHG\\_Reduction\\_Strategy.pdf](http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf), accessed March 3, 2016.

<sup>46</sup> ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015, Available at [https://sfenvironment.org/sites/default/files/fliers/files/icf\\_verificationmemo\\_2012sfecommunityinventory\\_2015-01-21.pdf](https://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf), accessed November 30, 2017.

<sup>47</sup> Bay Area Air Quality Management District, *Clean Air Plan*, April 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed November 30, 2017.

<sup>48</sup> Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed November 30, 2017.

<sup>49</sup> California Legislative Information, Assembly Bill 32, September 27, 2006. Available at [http://www.leginfo.ca.gov/pub/05-06/bill\\_asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill_asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf), accessed November 30, 2017.

<sup>50</sup> 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.

<sup>51</sup> Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO<sub>2</sub>E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO<sub>2</sub>E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO<sub>2</sub>E).

<sup>52</sup> Office of the Governor, Executive Order B-30-15, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a State GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

<sup>53</sup> San Francisco's GHG Reduction Goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.



GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The Western SoMa PEIR determined that the goals and policies of the area plan were consistent with San Francisco's GHG reduction strategy and that implementation of the area plan policies would ensure that subsequent development would be consistent with GHG plans and would result in less-than-significant impacts with respect to GHG emissions.

### **Proposed Project**

The proposed project would increase the intensity of use by replacing the existing industrial building with a 430,000 gsf mixed-use building that includes 341,780 sf of residential uses (371 units), 6,600sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and the proposed trade shop with accessory office operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the Transportation Sustainability Fee and City's bicycle parking requirements, including bicycle parking spaces, a bicycle repair station, showers, clothes lockers, car share parking spaces, and providing multimodal wayfinding signage, real time transportation information displays, and customized transportation marketing materials to encourage the use of sustainable transportation modes would reduce the proposed project's transportation-related GHG emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code and Stormwater Management Ordinance, which would promote energy and water efficiency and reduce the proposed project's energy-related GHG emissions.<sup>54</sup> The proposed project's waste-related GHG emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, Construction Site Runoff Pollution Prevention for New Construction, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill

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<sup>54</sup> Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

<sup>55</sup> Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions, criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

<sup>56</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>57</sup> and reducing the energy required to produce new materials.

The project would comply with the City's street tree planting requirements and would serve to increase carbon sequestration by removing four street trees and replacing them with approximately 21 new trees. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).<sup>58</sup> Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.<sup>59</sup>

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and 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 such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For these reasons, the proposed project would not result in significant impacts beyond those identified in the Western SoMa PEIR.

| <b>Topics:</b>   | <b>Significant Impact Peculiar to Project or Project Site</b> | <b>Significant Impact not Identified in PEIR</b> | <b>Significant Impact due to Substantial New Information</b> | <b>No Significant Impact not Previously Identified in PEIR</b> |
|--|---|--|--|--|
| <b>8. WIND AND SHADOW—Would the project:</b>   |   |  |  |  |
| 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

The Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant ground-level wind impacts. Although the proposed 65-foot-tall building (77 feet

<sup>57</sup> Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

<sup>58</sup> While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

<sup>59</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1144-1150 Harrison Street, April 6, 2018.

including architectural elements, stair and elevator penthouses, and rooftop mechanical equipment) would be taller than the adjacent buildings, it would be similar in height to existing buildings in the surrounding area. The tallest element of the proposed project is the rooftop stair located in a small area within the northwestern portion of the site. Given the majority of the proposed project is 65 feet tall, and the existing scale of development in the project vicinity, the proposed project is not tall enough to alter ground-level wind conditions in a manner that substantially affects public areas. The proposed project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not rise substantially above nearby buildings and would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa 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. The Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

The proposed project would demolish an existing 25-foot-tall industrial building and construct a 65-foot-tall (77 feet including architectural elements, stair and elevator penthouses, and rooftop mechanical equipment) building. The Planning Department prepared a preliminary shadow fan analysis<sup>60,61</sup> to determine whether the proposed project would have the potential to cast new shadow on nearby parks. It was determined that the proposed project would not shade outdoor recreation facilities or other public areas.

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

For these reasons, the project would not contribute to the significant shadow impact identified in the Western SoMa PEIR.

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<sup>60</sup> A shadow fan is a diagram that shows the maximum potential reach of project shadow, without accounting for intervening buildings that could block the shadow, over the course of an entire year (from one hour after sunrise until one hour before sunset on each day of the year) in relation to the locations of nearby open spaces, recreation facilities, and parks.

<sup>61</sup> San Francisco Planning Department, *Shadow Fan Analysis, 1144-1150 Harrison Street*, May 17, 2017.

| <u>Topics:</u>   | <u>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</u> | <u>Significant<br/>Impact not<br/>Identified in PEIR</u> | <u>Significant<br/>Impact due to<br/>Substantial New<br/>Information</u> | <u>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</u> |
|--|---|--|--|--|
| <b>9. RECREATION—Would the project:</b>  |   |  |  |  |
| 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 Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

In November 2012, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. 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. The amended ROSE includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” In addition, the amended ROSE identifies the role of both the Better Streets Plan 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. Two routes identified within the Green Connections Network cross the Western SoMa Community Plan Area: Tenderloin to Potrero (Route 18) and Folsom, Mission Creek to McLaren (Route 20).

As the proposed project would not degrade recreational facilities and is consistent with the development density established under the Western SoMa Community Plan, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

| <u>Topics:</u>  | <u>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</u> | <u>Significant<br/>Impact not<br/>Identified in PEIR</u> | <u>Significant<br/>Impact due to<br/>Substantial New<br/>Information</u> | <u>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</u> |
|---|---|--|--|--|
| <b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>   |   |  |  |  |
| 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"/>  |

| <i>Topics:</i>   | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|--|---|--|--|--|
| 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 Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact on the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa PEIR.

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

As the proposed project is within the scope of development projected under the *Western SoMa Community Plan*, there would be no additional impacts on public services beyond those analyzed in the Western SoMa PEIR.

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

As discussed in the Western SoMa PEIR, the Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the Plan Area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects under the *Western SoMa Community Plan* would largely consist of new construction in heavily built-out former industrial neighborhoods, loss of vegetation or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the *Western SoMa Community Plan* would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the *Western SoMa Community Plan* would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in vacant

buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to less-than-significant levels.

PEIR Mitigation Measure M-BI-1a requires that building permits issued for construction of projects within the Plan Area include conditions of approval requiring pre-construction special-status bird surveys when trees would be removed or buildings would be demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between January 15 and August 15 if tree removal or building demolition is scheduled to take place during that period. The proposed project is subject to PEIR Mitigation Measure M-BI-1a, which is identified as Project Mitigation Measure 7 (full text provided in the "Mitigation Measures" section below).

PEIR Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or when vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would remove four street trees and the majority of the existing building would be demolished. Although the previous automobile repair use has relocated its operations in other locations in San Francisco, the existing building continues to be used for overflow vehicle inventory storage. However, there are vacant areas in the existing building not in use. For these reasons, tree removal and demolition of the existing building could contribute to the impact on bats identified in the Western SoMa PEIR and PEIR Mitigation Measure M-BI-1b is applicable and identified as Project Mitigation Measure 8 on page 59 (full text provided in the "Mitigation Measures" section below).

As the proposed project includes the mitigation measure discussed above and is within the geographic area of the *Western SoMa Community Plan*, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

| <i>Topics:</i>   | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|--|---|--|--|--|
| <b>13. GEOLOGY AND SOILS—Would the project:</b>  |   |  |  |  |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| iv) Landslides?  | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |

| <b>Topics:</b>  | <b>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</b> | <b>Significant<br/>Impact not<br/>Identified in PEIR</b> | <b>Significant<br/>Impact due to<br/>Substantial New<br/>Information</b> | <b>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</b> |
|---|---|--|--|--|
| 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 Western SoMa PEIR concluded that implementation of the *Western SoMa Community Plan* would indirectly increase the population that would be subject to geologic hazards, including earthquakes, 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 risk, but would reduce them to an acceptable level given the seismically active characteristics of the San Francisco Bay Area. Therefore, the PEIR concluded that implementation of the *Western SoMa Community Plan* would not result in significant impacts related to geologic hazards. No mitigation measures were identified in the PEIR.

Previous geotechnical and Phase 1 Environmental Site Assessment studies for the project site and project included subsurface exploration, laboratory testing data, identification of geotechnical and geologic conditions, and their recommendations for site preparation and grading, foundations, ground improvement, temporary shoring and retaining systems, etc.<sup>62</sup> A supplemental geotechnical investigation was conducted to review the previous studies, assess the geologic conditions underlying the project site, and provide recommendations related to the proposed project's design and construction. The findings and recommendations are summarized below.<sup>63</sup>

Based on the geotechnical investigation, the site is underlain by approximately 30 feet of predominantly medium dense sand with minor pockets of loose sand between roughly 10 and 15 feet below ground surface (bgs). Between approximately 35 and 40 feet bgs, the various explorations indicate a layer of loose silty sand. This material is potentially liquefiable under strong ground shaking. Extending below the sand to approximately 80 feet bgs, medium stiff silts and clays with several lenses of medium dense to very dense sand were encountered. The silts and clays are underlain by dense to very dense sand and clayey sand to the bottom of the explorations. The project site is located in a liquefaction hazard zone, and layers of potentially liquefiable soil under strong ground shaking is estimated between approximately 35 and 40 feet bgs. However, the geotechnical investigation determined that liquefaction potential was determined to be low. The geotechnical report recommends that the proposed project be supported by a mat

<sup>62</sup> Langan Treadwell Rollo, *Preliminary Geotechnical Evaluation*, 1140-1150 Harrison Street, San Francisco, California, April 25, 2016.

<sup>63</sup> ENGEO Incorporated, *Supplemental Geotechnical Exploration*, 1140-1150 Harrison Street, San Francisco, California, April 14, 2017.



foundation on soil with the subgrade to be covered with a concrete slab at least 6 inches thick. The proposed garage would be below the groundwater level and may have to be designed for hydrostatic uplift loads. Due to operational concerns and potential settlement impacts on nearby buildings, the concrete slabs and walls that would be constructed below the design groundwater elevation could be waterproofed and designed to resist hydrostatic and/or uplift pressures.

The Seismic Hazards Mapping Act of 1990 (seismic hazard act, located in Public Resources Code 2690 et seq) protects public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failures or hazards caused by earthquakes. The project site is within an area that may be prone to earthquake-induced ground failure during a major earthquake due to liquefaction hazard. Because of this, site design and construction must comply with the seismic hazard act, its implementing regulations, and the California Department of Conservation's guidelines for evaluating and mitigating seismic hazards. In addition to the seismic hazard act, adequate investigation and mitigation of failure-prone soils is also required by the mandatory provisions of the California Building Code (state building code, California Code of Regulations, Title 24). The San Francisco Building Code (local building code) has adopted the state building code with certain local amendments. The regulations implementing the seismic hazard act include criteria for approval of projects within seismic hazard zones that require a project be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate mitigation measures<sup>64</sup> have been proposed and incorporated into the project, as applicable.

The proposed project is required to conform to the local building code, which ensures the safety of all new construction in the City. In particular, Chapter 18 of state building code, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design and installation of foundation systems to support the loads from the structure above. Section 1803 sets forth the basis and scope of geotechnical investigations conducted. Section 1804 specifies considerations for excavation, grading and fill to protect adjacent structures and prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1, Excavation near foundations, requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift including seismic considerations. Sections 1808 - 1810 (foundations) specify requirements for foundation systems such that the allowable bearing capacity of the soil is not exceeded and differential settlement is minimized based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category and soil classification at the project site.

The building department will review the construction plans for conformance with recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific soils report(s) through the building permit application process, as needed. The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of

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<sup>64</sup> In the context of the seismic hazard act, "mitigation" refers to measures that reduce earthquake hazards, rather than the Mitigation Measures that were identified in the programmatic EIR, which are required by the California Environmental Quality Act (CEQA) to reduce or avoid environmental impacts of a proposed project.

the state and local building codes, local implementing procedures, and state laws, regulations and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards. For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

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

The Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact related to 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 entire project site is covered by impervious surfaces. The proposed building's footprint would not fully cover the entire project site, as the project would provide a midblock passage between Harrison Street and Hallam Street with approximately 8,250 sf of landscaped open space (trees, shrubs, and groundcover). As a result, the amount of impervious surface area on the project site would decrease, and there would be no increase in the amount of runoff and drainage from the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10, effective May 22, 2010), the proposed project is subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

Groundwater is relatively shallow throughout the project site at approximately 8 ½ feet below grade, and excavation for the proposed basement level garage has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. If dewatering is required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. The proposed project would not require long-term, continuous dewatering following construction. Therefore, the project would not adversely affect water quality and groundwater supply.

For these reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa PEIR.

| <i>Topics:</i>  | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|---|---|--|--|--|
| <b>15. HAZARDS AND HAZARDOUS MATERIALS—<br/>Would the project:</b>  |   |  |  |  |
| 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"/>  |

| <b>Topics:</b>   | <b>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</b> | <b>Significant<br/>Impact not<br/>Identified in PEIR</b> | <b>Significant<br/>Impact due to<br/>Substantial New<br/>Information</b> | <b>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</b> |
|--|---|--|--|--|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>  | <input type="checkbox"/>                                 | <input type="checkbox"/>   | <input checked="" type="checkbox"/>  |

The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous material; the potential for the *Western SoMa Community Plan* or subsequent development projects within the Plan Area to interfere with an adopted emergency response plan; and the potential for subsequent development projects within the Plan Area to expose people or structures to a significant risk with respect to fires.

### Hazardous Building Materials

The proposed project would involve demolition of the majority of the existing building on the project site, which was constructed in 1907. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the majority of the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the proposed project would be required to implement PEIR Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as Project Mitigation Measure 9 on page 60 (full text provided in the "Mitigation Measures" section below). Project Mitigation Measure 9 would require the project sponsor to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of demolition. Project Mitigation Measure 9 would reduce potential impacts related to hazardous building materials to a less-than-significant level.

For these reasons, the proposed project would not result in significant impacts related to hazardous building materials that were not identified in the Western SoMa PEIR.

### Handling of Potentially Contaminated Soils

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent development

projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action, would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A (also known as the Maher Ordinance), which is administered and overseen by the health department. Amendments to the Maher Ordinance became effective August 24, 2013 and require that sponsors for projects that disturb more than 50 cubic yards of soil 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. PEIR Mitigation Measure M-HZ-3, related to contaminated soil and groundwater, is therefore superseded by the Maher Ordinance.

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.<sup>65</sup> The proposed project would result in excavation to a depth of 26 feet bgs and the disturbance of 52,947 cubic yards of soil. Therefore, the project sponsor is required to retain the services of a qualified professional to prepare a Phase I 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 proposed 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 health department or other appropriate state or federal agencies 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 submitted a Maher Application and a Phase I ESA to the health department.<sup>66,67</sup> Based on the Phase I ESA, the project site has been developed since 1887 and was previously occupied by a large warehouse structure that was divided into two commercial facilities. As a result of the 1906 San Francisco earthquake and resulting fire, the site and surrounding area was significantly altered. The 1913 Sanborn Map shows the project site occupied by the Metropolitan Laundry in the existing one-story warehouse-like structure that occupies the site currently. The Sanborn Map also depicts a large area designated for the storage of approximately seven aboveground storage tanks (ASTs) located along the northwest edge of the building, two sumps in the southwest portion of the site, and a series of wells and pumps along the perimeter of the building. The project site was occupied by a cleaners, dyers, and launderers from as early as 1930 until approximately 1949. By 1950, the use on the project site transitions to be an automotive garage, and by 1970, the use is listed as an automotive parts warehouse.

Based on Phase I ESA,<sup>68</sup> at least two previously unidentified off-site underground storage tanks (USTs) and one likely previously unidentified UST were detected. Additionally, the use of aboveground storage tanks (ASTs) possible USTs, and two sumps were located on-site during previous commercial operations.

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<sup>65</sup> San Francisco Planning Department, *Expanded Maher Area Map*, March 2015. Available online at [http://www.sf-planning.org/ftp/files/publications\\_reports/library\\_of\\_cartography/Maher%20Map.pdf](http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf). Accessed February 22, 2018.

<sup>66</sup> Stephanie K.J. Cushing, San Francisco Department of Public Health, *SFHC Article 22A Compliance*, May 9, 2017.

<sup>67</sup> Langan Treadwell Rollo, *Phase I Environmental Site Assessment 1144 Harrison Street, San Francisco, California*, March 11, 2016.

<sup>68</sup> Langan Treadwell Rollo, *Phase I Environmental Site Assessment 1144 Harrison Street, San Francisco, California*, March 11, 2016.

Based on the review of previous investigations, the Phase I ESA found that both groundwater and material sampled from the former sumps contained concentrations of petroleum hydrocarbons (TPH), trichloroethylene (TCE), and/or tetrachloroethylene (PCE). Although the project site has no documented history of any spills, leaks, and/or unauthorized releases to the subsurface, the nature of historical site operations in conjunction with prior detections of contaminants indicate that past releases may have occurred on site. The proposed project would be required to develop a site mitigation plan. As part of that plan, the sponsor would remove the USTs and remediate potential soil and/or groundwater contamination described above in accordance with Article 22A of the Health Code.<sup>69</sup>

As discussed above, implementation of Project Mitigation Measure 9 and compliance with all applicable federal, state, and local regulations would ensure that the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

| <i>Topics:</i>  | <i>Significant<br/>Impact Peculiar<br/>to Project or<br/>Project Site</i> | <i>Significant<br/>Impact not<br/>Identified in PEIR</i> | <i>Significant<br/>Impact due to<br/>Substantial New<br/>Information</i> | <i>No Significant<br/>Impact not<br/>Previously<br/>Identified in PEIR</i> |
|---|---|--|--|--|
| <b>16. MINERAL AND ENERGY RESOURCES—<br/>Would the project:</b>   |   |  |  |  |
| 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 Western SoMa PEIR determined that the *Western SoMa Community Plan* would facilitate the construction of both new residential and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner 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 the building department. 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 Western SoMa PEIR concluded that implementation of the *Western SoMa Community 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 consistent with the development density established under the *Western SoMa Community Plan* area, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa PEIR.

<sup>69</sup> San Francisco Department of Public Health, *SFHC Article 22A Compliance Letter*, May 9, 2017.

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

The Western SoMa PEIR determined that no agriculture or forest resources exist in the Plan Area; therefore the *Western SoMa Community Plan* would have no effect on agriculture and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is located within the *Western SoMa Community Plan* area, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

## MITIGATION MEASURES

### **Project Mitigation Measure 1 – Protect Historical Resources from Adjacent Construction Activities (Implementing Western SoMa PEIR Mitigation Measure M-CP-7a)**

The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department

preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

**Project Mitigation Measure 2 – Construction Monitoring Program for Historical Resources (Implementing Western SoMa PEIR Mitigation Measure M-CP-7b)**

For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used, the project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.

Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

**Project Mitigation Measure 3 – Procedures for Archeological Testing (Implementing Western SoMa PEIR Mitigation Measure M-CP-4b)**

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended



beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

*Consultation with Descendant Communities:* On discovery of an archeological site<sup>70</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>71</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

*Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

*Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

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<sup>70</sup> By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>71</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

*Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

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

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, one unbound and one unlocked, searchable PDF copy on CD 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

**Project Mitigation Measure 4 – Siting of Noise –Generating Uses (Implementing Western SoMa PEIR Mitigation Measure M-NO-1c)**

To ensure that project noise from the mechanical equipment meets the Police Code section 2909 noise requirement, the project sponsor shall undertake the following:

- For heat pumps and supply fans, the project sponsor shall construct an acoustical barrier/roof parapet along the east edge of the project building that is a minimum of two feet taller than the top of the tallest rooftop mechanical equipment; and
- For all other rooftop mechanical equipment such as exhaust fans, future tenant equipment, air handling units, or similar equipment, the project sponsor shall incorporate a combination of noise attenuation measures into the stationary equipment installed on the roof of the project building. Noise attenuation measures can include providing sound enclosures, increasing setback distances from the property plane, providing louvered vent openings, and locating vent openings away from the property plane. The final rooftop mechanical equipment configuration shall demonstrate that noise levels along the property plan to the east are reduced to 58 dBA and noise levels along the property plane to the north are reduced to 62 dBA.

**Project Mitigation Measure 5 – General Construction Noise Control Measures (Implementing Western SoMa PEIR Mitigation Measure M-NO-2a)**

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall undertake the following:

- The project sponsor shall conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.
- The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The project sponsor shall require the general contractor to avoid placing stationary noise sources (such as generators and compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between equipment and immediately adjacent neighbors. The project sponsor shall construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The project sponsor shall require that all construction equipment be in good working order and that mufflers are inspected and determined to be functioning properly. The project sponsor shall require that all construction equipment and engines be operated so as to avoid unnecessary idling.

- The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater at 50 feet) about the estimated duration of the activity.

**Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards (Implementing Western SoMa PEIR Mitigation Measure M-AQ-7)**

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

*A. Engine Requirements.*

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

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

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

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

\*\* Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS

installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

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

**Project Mitigation Measure 7 – Pre-Construction Special-Status Bird Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1a)**

Conditions of approval for building permits issued for construction within the Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between January 15 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Wildlife (CDFW) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 14), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

**Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1b)**

Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

**Project Mitigation Measure 9 – Hazardous Building Materials Abatement (Implementing Western SoMa PEIR Mitigation Measure M-HZ-2)**

The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact 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: Interpretive Program on Site History**

The project sponsor shall facilitate the development of an interpretive program focused on the history of the project site. The interpretive program should be developed and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. This program shall be initially outlined in a proposal for an interpretive plan subject to review and approval by Planning Department Preservation Staff. The proposal shall include the proposed format and location of the interpretive content, as well as high-quality graphics and written narratives. The proposal prepared by the qualified consultant describing the general parameters of the interpretive program shall be approved by Planning Department Preservation staff prior to issuance of the architectural addendum to the Site Permit. The detailed content, media and other characteristics of such interpretive program shall be approved by Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.

The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. Historical photographs may be used to illustrate the site's history.

The primary goal is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property's original function as the Metropolitan Laundry Company as well as the history of the surrounding neighborhood as a mixed residential and industrial area largely reconstructed after the 1906 Earthquake and Fire.

**Project Improvement Measure 2: Management of Freight Loading/Service Vehicle Activities**



The project sponsor should ensure that tenants report any expected major freight loading/service vehicle activities (such as move-ins/move-outs and large deliveries) to building management and that building management coordinates these activities to the extent feasible and minimizes any scheduling conflicts. To the extent feasible, the project sponsor should avoid scheduling these activities during the weekday a.m. and p.m. peak periods to minimize disruptions to background traffic, transit, bicycle, and pedestrian circulation.

**Project Improvement Measure 3: Freight Loading Dock Management (Applicable to Project Loading Dock Variant only)**

Should the Project Loading Dock Variant be pursued as part of the project, the project sponsor should ensure that building management deploys attendant(s) during all vehicle movements into and out of the project's off-street freight loading dock along Harrison Street. The attendant's primary duties would include ensuring that these movements occur without negatively affecting traffic, bicycle, and pedestrian safety, and minimizing any disruptions to traffic, transit, bicycle, and pedestrian circulation.

**Project Improvement Measure 4: Construction Management**

The project sponsor should implement measures to minimize the effects of project-related construction activities on traffic, transit, bicycle, and pedestrian circulation. Potential measures could include (but are not limited to) the following:

- Construction contractor(s) for the project should limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday AM and PM peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) (or other times).
- Construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place concurrently in the vicinity of the project site. Potential measures could include establishing regular coordination protocols (e.g., a weekly liaison meeting between general contractors to discuss upcoming activities and resolve conflicts); offsetting schedules (e.g., scheduling materials deliveries, concrete pours, crane assembly/disassembly, and other major activities at different hours or on different days to avoid direct overlap); shared travel and/or parking solutions for construction workers (e.g., helping establish an informal vanpool/carpool program); and other measures.
- The project sponsor should provide regular construction updates to notify nearby businesses and residents of upcoming construction activities and related effects on local access and circulation, such as peak truck days (e.g., for concrete pours); travel lane, parking lane, or sidewalk closures; and transit stop relocations. The update should also provide contact information for specific inquiries or concerns regarding project-related construction activities via a web site or email list as well as a sign at the construction site.
- The project sponsor should require that the construction contractor(s) for the Project encourage workers to take transit, rideshare, bicycle, or walk when traveling to and from the construction site.

## Exhibit 1

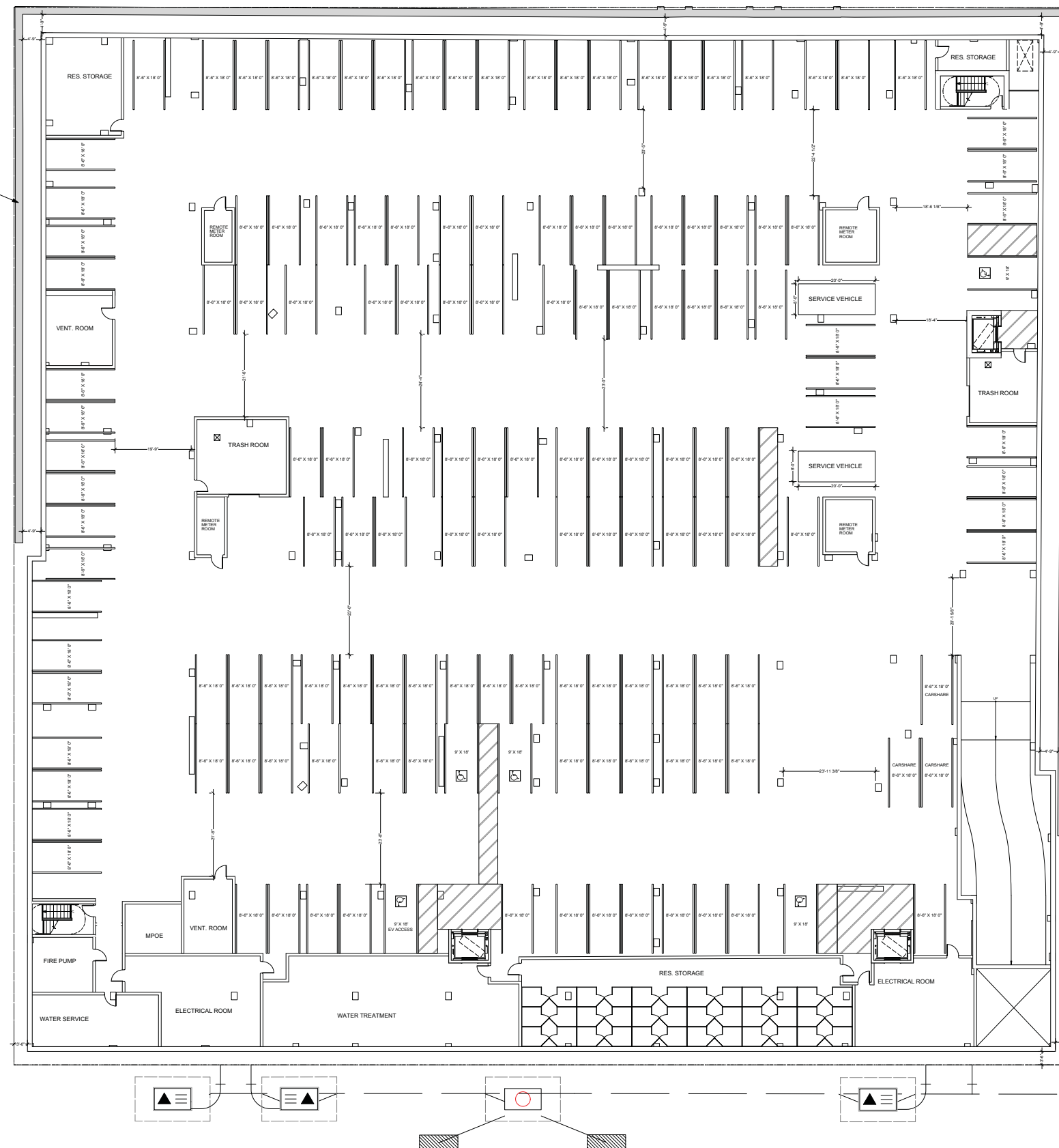


HARRISON STREET  
(82.50' PUBLIC STREET)

# ARCHITECTURAL SITE PLAN

PROJECT NORTH  
TRUE NORTH  
**A1.0**

EXISTING BRICK WALL



# BASEMENT LEVEL PLAN



A2.0

- AMENITY/FLEX
- UNITS
- GARAGE
- CIRCULATION
- UTILITY/STORAGE
- COURTYARDS/  
ROOF DECKS

EXISTING BRICK WALL

6'-0"



FLOOR 1 PLAN

AMENITY/FLEX

UNITS

GARAGE

CIRCULATION

UTILITY/STORAGE

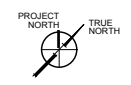
COURTYARDS/  
ROOF DECKS

EXISTING BRICK WALL

6'-0"



FLOOR 2 PLAN



A2.2

AMENITY/FLEX

UNITS

GARAGE

CIRCULATION

UTILITY/STORAGE

COURTYARDS/  
ROOF DECKS

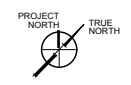


FLOOR 3 PLAN

- AMENITY/FLEX
- UNITS
- GARAGE
- CIRCULATION
- UTILITY/STORAGE
- COURTYARDS/  
ROOF DECKS



FLOOR 4 PLAN



A2.4





## FLOOR 5 PLAN



A2.5



- AMENITY/FLEX
- UNITS
- GARAGE
- CIRCULATION
- UTILITY/STORAGE
- COURTYARDS/  
ROOF DECKS

FLOOR 6 PLAN



A2.6





ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ ZINC METAL PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ CHARCOAL GREY CEMENT COMPOSITE PANEL



SOUTH ELEVATION 1/8"=1'-0"

A3.0



ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ ZINC METAL PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ CHARCOAL GREY CEMENT COMPOSITE PANEL



WEST ELEVATION

1/8"=1'-0"

A3.1

ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ ZINC METAL PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ CHARCOAL GREY CEMENT COMPOSITE PANEL



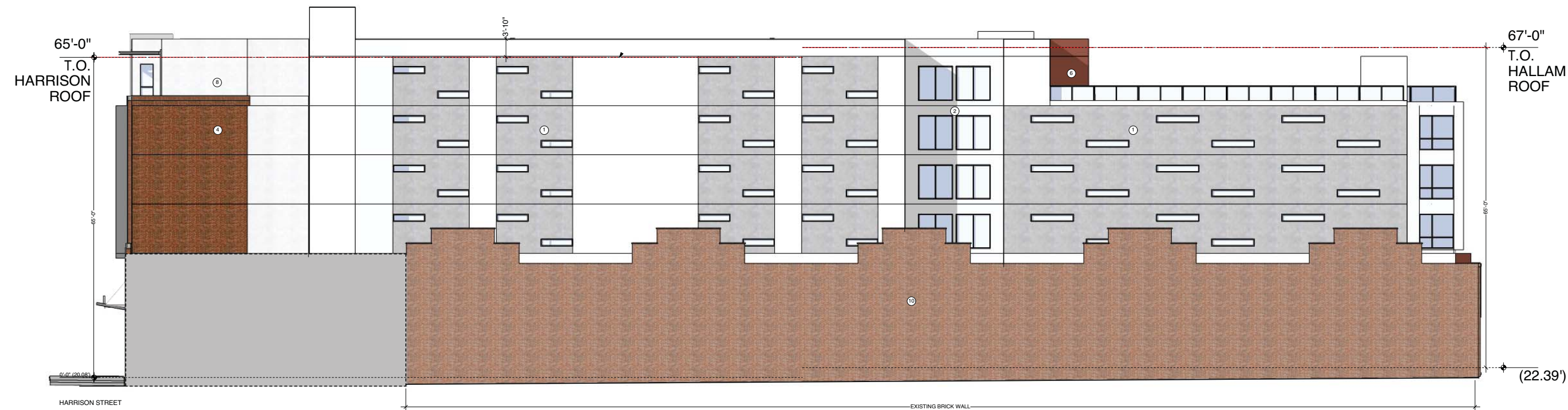
NORTH ELEVATION 1/8"=1'-0"

A3.2



ELEVATION FINISHES LEGEND

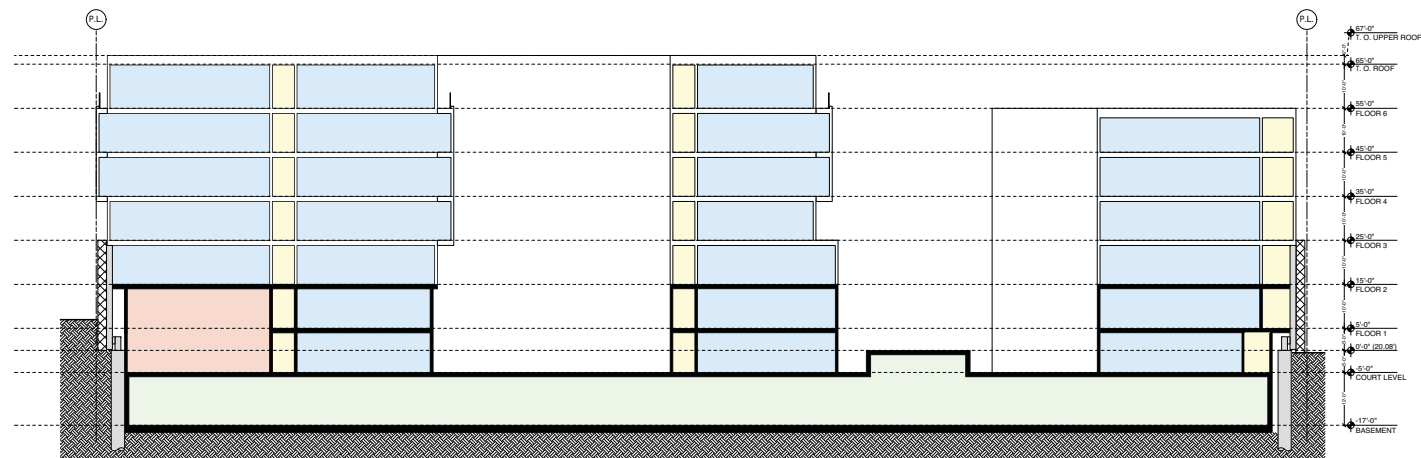
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- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ ZINC METAL PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ CHARCOAL GREY CEMENT COMPOSITE PANEL



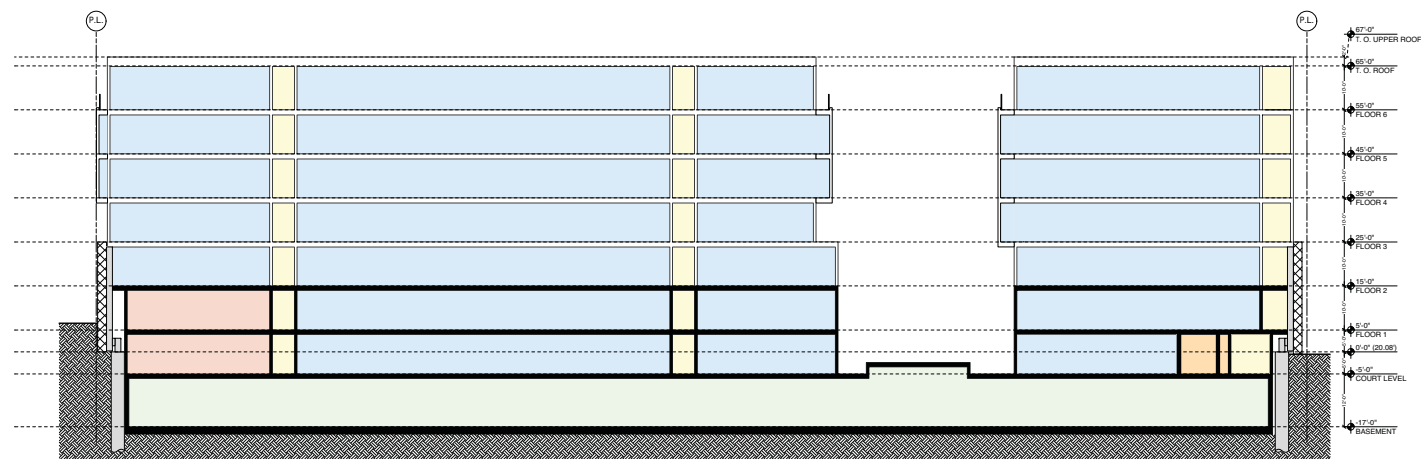
EAST ELEVATION 1/8"=1'-0"

A3.3

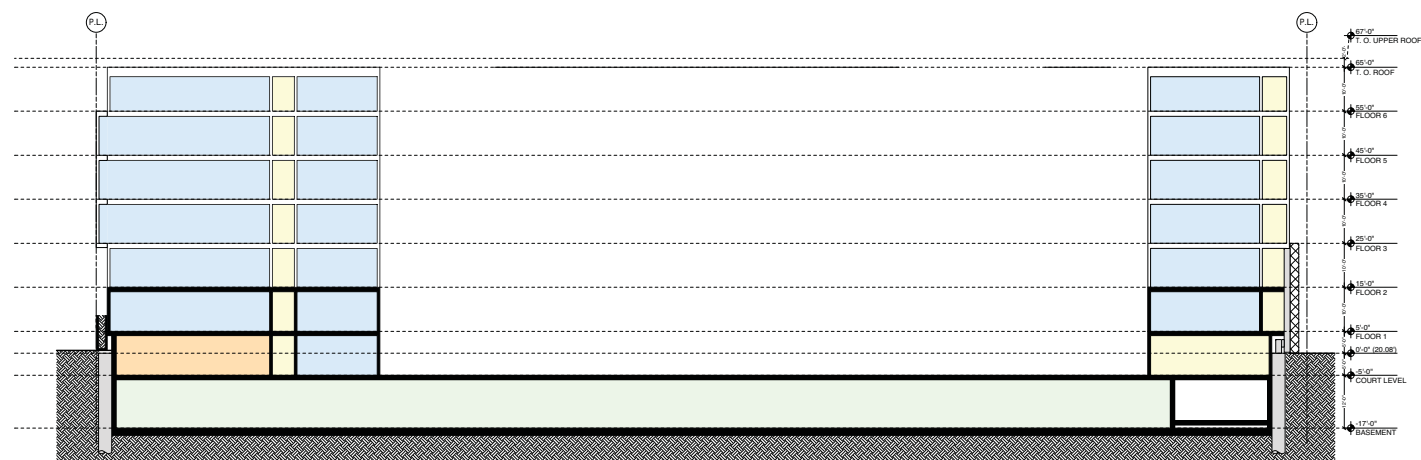




SECTION C-C 3  
1/16"=1'-0"



SECTION B-B 3  
1/16"=1'-0"



SECTION A-A 2  
1/16"=1'-0"

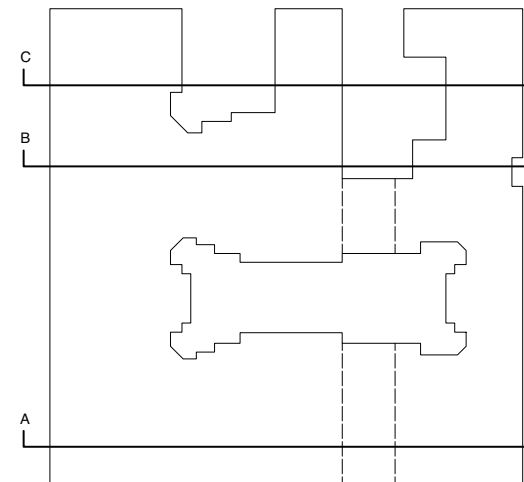
AMENITY/FLEX

UNITS

GARAGE

CIRCULATION

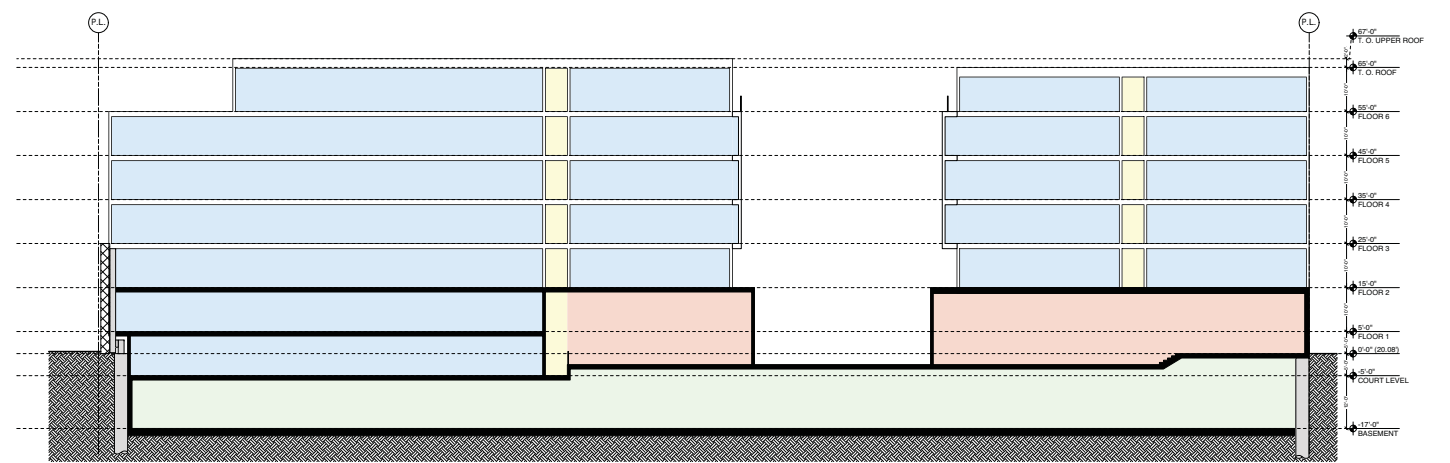
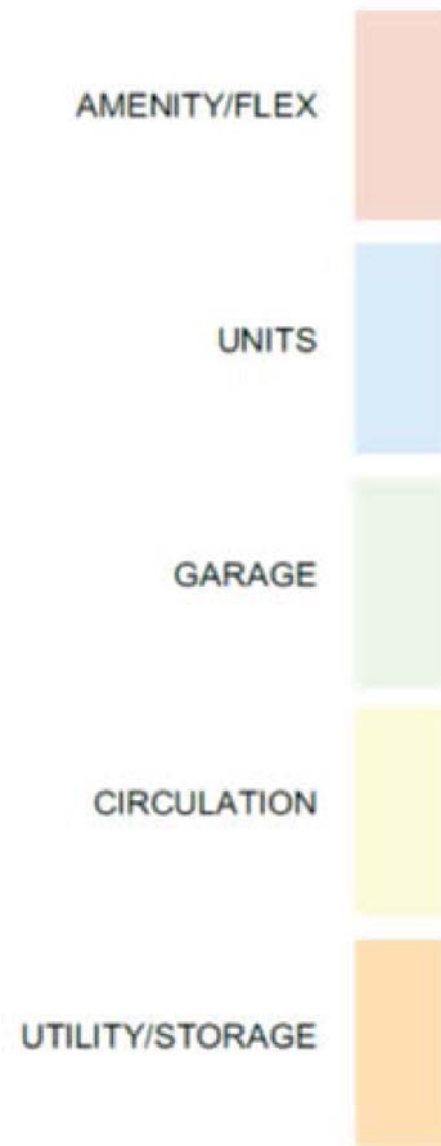
UTILITY/STORAGE



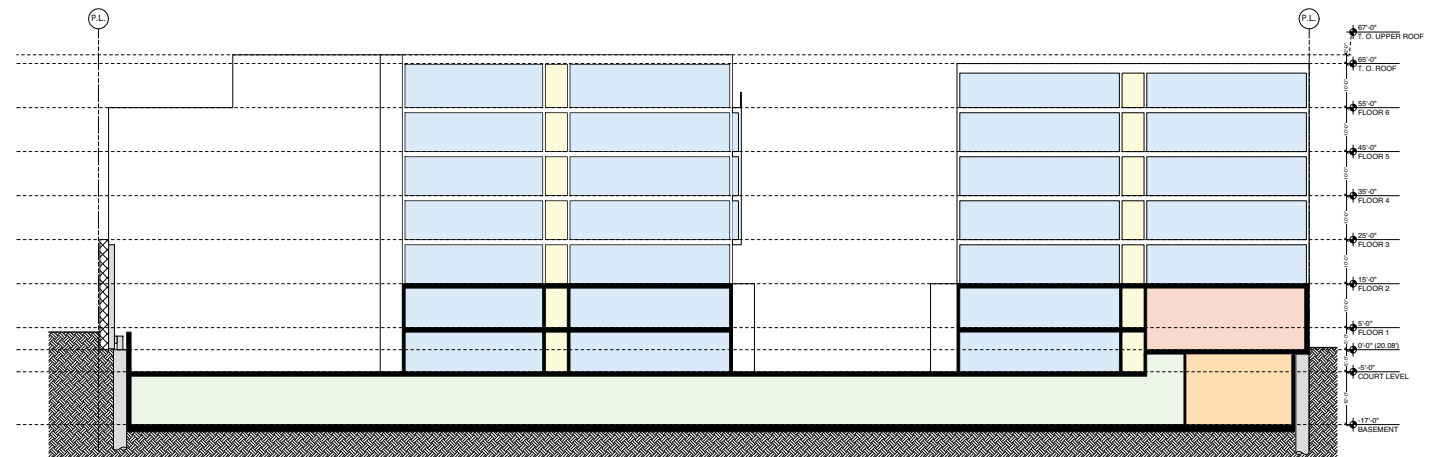
KEY PLAN 1

## BUILDING SECTIONS

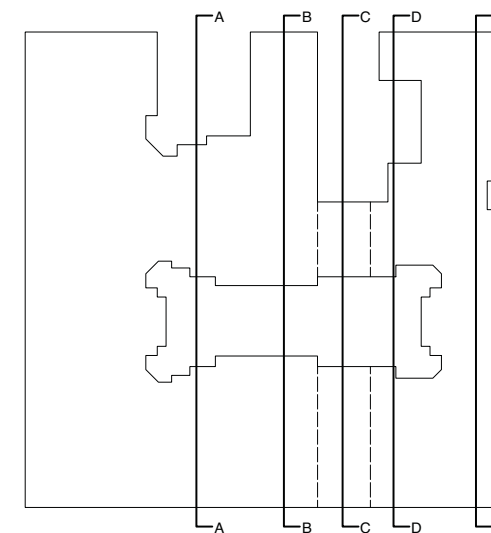
A3.5



SECTION B-B 3  
1/16"=1'-0"



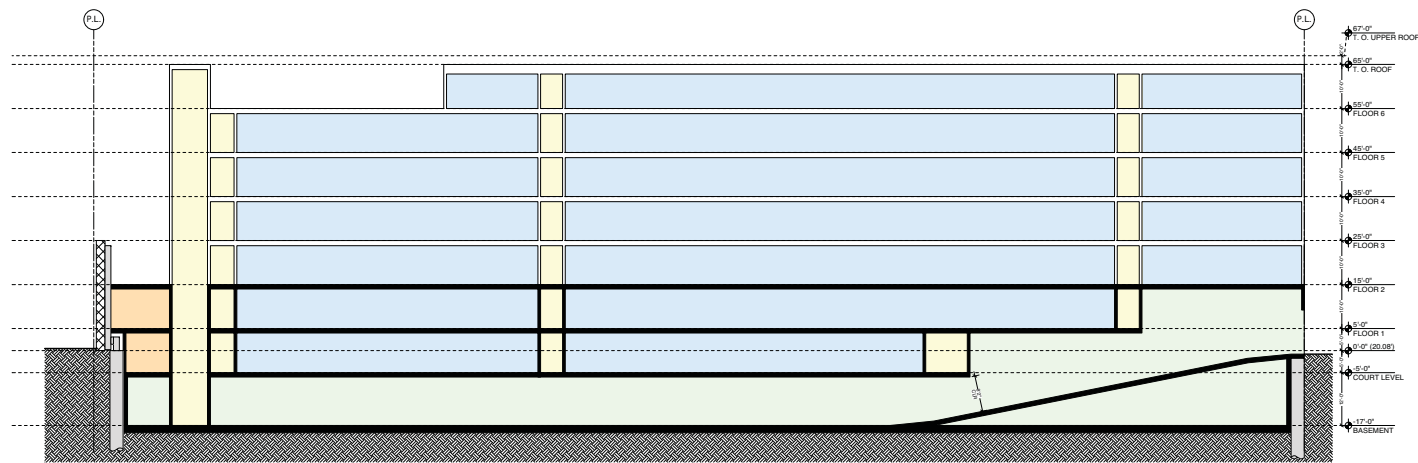
SECTION A-A 2  
1/16"=1'-0"



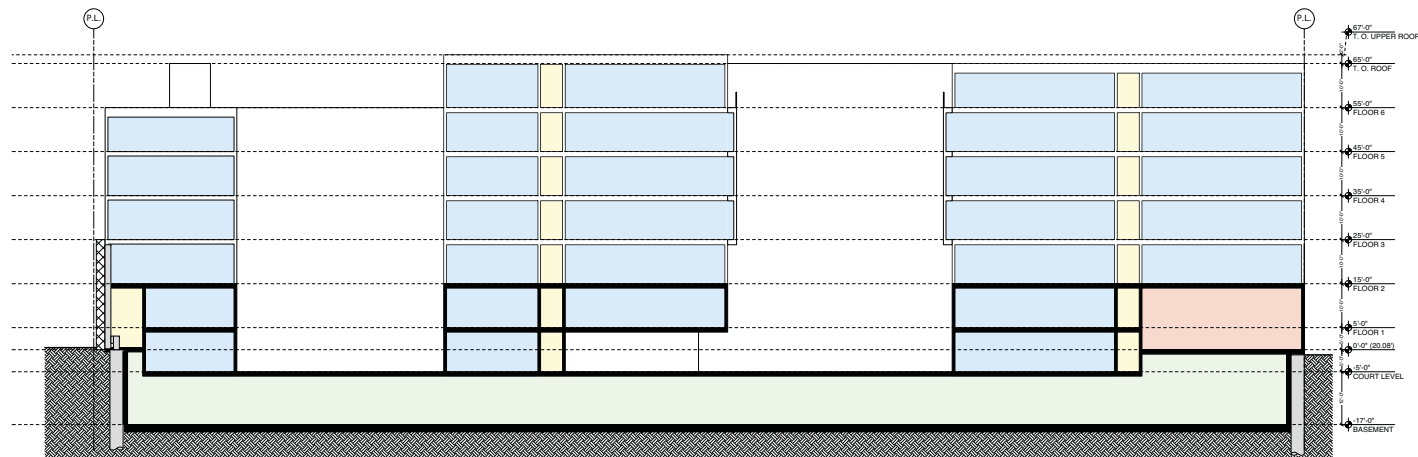
KEY PLAN 1

## BUILDING SECTIONS

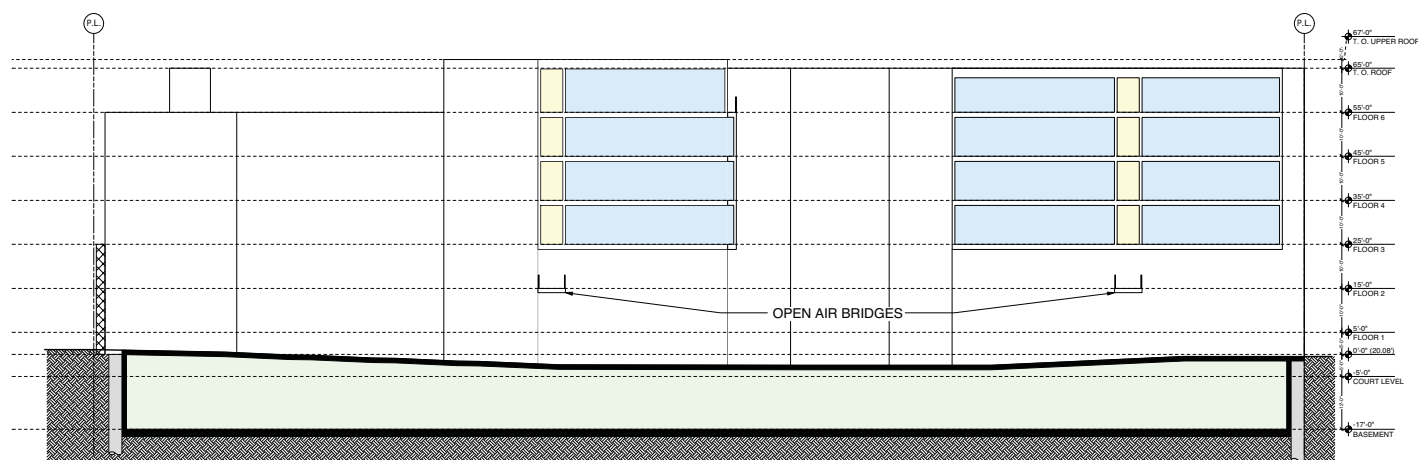
A3.6



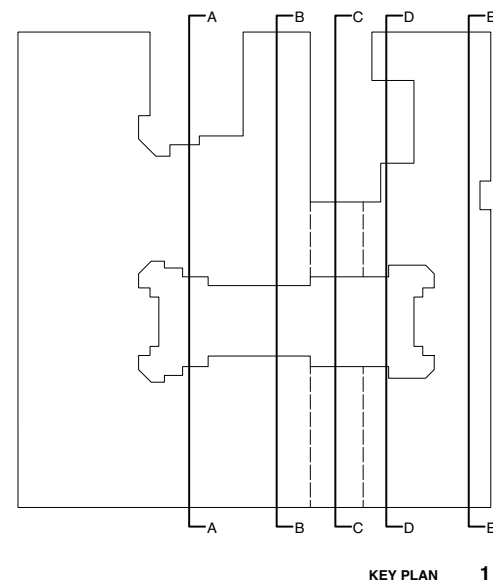
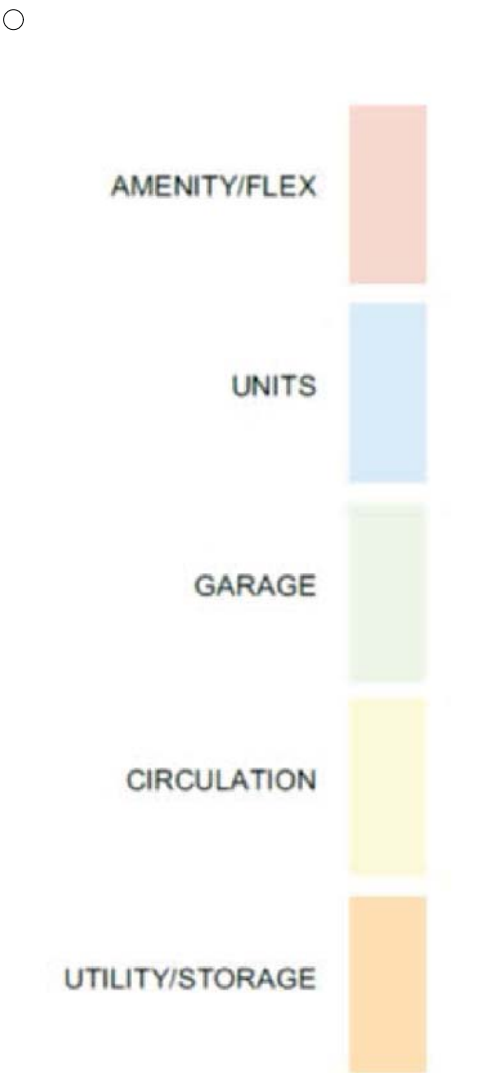
SECTION E-E 6  
1/16"=1'-0"



SECTION D-D 5  
1/16"=1'-0"



SECTION C-C 4  
1/16"=1'-0"



## BUILDING SECTIONS

A3.6