



# SAN FRANCISCO PLANNING DEPARTMENT

## Community Plan Exemption Checklist

*Case No.:* **2014.0484E**  
*Project Address:* **1699 Market Street**  
*Zoning:* **NCT-3 (Moderate Scale Neighborhood Commercial Transit) Use District  
85-X Height and Bulk District**  
*Block/Lot:* **3504/030**  
*Lot Size:* **27,708 square feet (0.64 acres)**  
*Plan Area:* **Market and Octavia Area Plan**  
*Project Sponsor:* **Mark G. Conroe, Urban Communities, LLC – (415) 431.6506  
mark@presidioldp.com  
1390 Market Street, Suite 303  
San Francisco, CA 94102**  
*Staff Contact:* **Rachel A. Schuett (415) 575.9030; [Rachel.Schuett@sfgov.org](mailto:Rachel.Schuett@sfgov.org)**

1650 Mission  
Suite 400  
San Francisco  
CA 94103-24

Reception:  
**415.558.63**

Fax:  
**415.558.64**

Planning  
Information:  
**415.558.63**

### PROJECT DESCRIPTION

The project site is located at 1699 Market Street (Assessor’s Block 3504, Lot 030), on the south side of Market Street between Valencia and Gough streets near the northwestern corner of San Francisco’s South of Market (SoMa) neighborhood (See Figure 1). The 27,708-square-foot (0.64 acres) project site is irregularly shaped with limited frontages along Stevenson and McCoppin Streets. The block on which the project site is located is bounded by Valencia Street to the west, Gough Street to the east, Market Street to the north, and McCoppin Street to the south.<sup>1</sup> The site slopes gently from north to south from approximately 54 feet above mean sea level (MSL) to 43 feet above MSL. The site is located within the Market and Octavia Area Plan, which was analyzed in the Market and Octavia Area Neighborhood Plan Programmatic Final Environmental Impact Report (Market and Octavia PEIR).

The project vicinity includes a mix of residential, retail/commercial, office, and institutional uses, including several schools. The area is well served by transit, with several bus and streetcar lines accessible from a stop one block to the east of the project site. In addition, Muni Metro subway lines are accessible from the Van Ness station one block to the east and BART is accessible from the Civic Center/UN Plaza Muni/BART station located about 0.6 miles to the east of the project site.

Along the McCoppin Street frontage, the adjacent parcel to the west is currently occupied by a two-story institutional building (33 Gough Street), which is part of the San Francisco Community College (“City College”) District, and the adjacent parcel to the east is occupied by a three-story residential condominium complex (68 McCoppin Street). Along the Market Street frontage, the adjacent parcel to the west is occupied by a two-story tourist hotel/motel the “Travelodge Motel” (1707 Market Street), and

<sup>1</sup> Market Street is oriented in a northeast-southwest direction, but is referred to as an east-west street for the purposes of this document. Gough and Valencia streets are oriented in a northwest-southeast direction, but are referred to as north-south streets in this document. This convention is used to describe the locations of other buildings and uses in relation to the project site.

the adjacent parcel to the east is occupied by a five-story residential hotel the "Allen Hotel" (1693 Market Street). (See Figure 2)

The proposed project would include the demolition of the existing 22,170-square-foot commercial/light industrial building and associated surface parking lot(s) with approximately 17 surface parking spaces, including one Americans with Disabilities Act (ADA) accessible space, and construction of a mixed use residential building that includes approximately 170,918 gross square feet (gsf) of habitable space, 4,500 gsf of retail space, and about 24,117 gsf of parking. The existing one- to two-story commercial building on the 27,708 square foot corner lot was constructed in 1954.

The proposed building would have a nine-story, 85-foot-tall frontage along Market Street, and a nine-story, 72.5-foot-tall frontage along McCoppin Street (as measured from Market Street; as measured from McCoppin Street, the southern part of the building is 84 feet tall. The proposed building would include rooftop mechanical equipment and an elevator penthouse. The proposed building would measure 105 feet tall at its highest point, which is at the top of the elevator penthouse. (See Figures 8 through 13)

**Dwelling Units.** The proposed project would include up to 162 residential dwelling units, of which up to 66 units (41 percent) would be two-bedroom units, 15 (9 percent) would be studios, and 81 (50 percent) would be one-bedroom units. (See Figures 5 and 6)

**Open Space.** Approximately 16,200 square feet (sf) of common open space would be provided in the south court (first floor), the north court (first and second floors), and two roof decks and three green roof areas (at roof level, above the ninth floor). Per Planning Code Section 135, 16,200 sf of usable open space is required.<sup>2</sup> (See Figures 4, 5, 7, and 14)

**Site Circulation/Access.** Site circulation and access for pedestrians, bicyclists, vehicles, and loading activities would occur from all three project frontages on Market, Stevenson, and McCoppin streets, as described below. (See Figures 3 and 4)

**Vehicle Parking.** The proposed project would include up to 97 vehicle parking spaces in an underground parking garage that would be accessed from Stevenson and McCoppin Streets. Of these, 93 spaces would be allocated to building residents, three spaces would be allocated to the retail use, and one space would be allocated to car share. Eight of these spaces would be independently accessible, of which one would be a car share space and three would be Americans with Disabilities Act (ADA) accessible. Of the 89 spaces that are not independently accessible, 52 would be double-stacked single spaces and 37 would be double-stacked tandem spaces. (See Figures 3 and 4)

**Curb Cuts.** There are two existing driveways serving the project site, a 20-foot-wide driveway on McCoppin Street serving the accessory parking lot for the existing retail use (which includes approximately 17 spaces), and a 25-foot-wide driveway on Valencia Street near Market Street which

---

<sup>2</sup> Per Planning Code Section 135, if the open space required for the up to 162 residential units is all provided as usable common open space (rather than private open space), 16,200 sf of common open space is required, based on 100 sf per unit.

provides access to seven off-street accessory parking spaces on Market Street in front of the existing retail store.

The proposed underground parking garage would be accessed from existing curb cuts at Stevenson and McCoppin streets. Two-way parking access would be provided at the end of Stevenson Street (via a 20-foot-wide driveway), and on McCoppin Street (via a 10-foot-wide driveway). The ramp and entrance gate on McCoppin Street would be equipped with a detection warning system, including an automatically activated "Vehicle Approaching" sign, to warn entering and exiting motorists about the presence of on-coming vehicles along this ramp. (See Figure 3) The existing curb cut on Valencia Street is proposed to be removed.

**Loading.** Per Planning Code Section 152, one off-street loading space is required for the residential portion of the proposed project. This loading space would primarily be used for loading associated with move-in/move-out activities, along with residential deliveries. As proposed, the project does not include any off-street loading spaces.

However, a project variant has been proposed which includes one off-street loading space near the underground parking garage entrance at Stevenson Street. (See Figure 17) The project sponsor intends to apply for one on-street commercial loading space through San Francisco Municipal Transportation Agency's (MTA's) Color Curb Program. The project sponsor is suggesting one of three locations for this on-street loading space: on Stevenson Street, adjacent to the garage entrance for the proposed project, on McCoppin Street adjacent to the project site frontage and McCoppin Street garage entrance, or on Valencia Street where the existing curb cut would be closed to provide on-street parking or loading.<sup>3</sup> (See Figures 4 and 17)

**Bicycle Parking.** The proposed project would include 128 Class 1 bicycle parking spaces, located in a secured room, behind the fitness center, on the ground floor. Access to the bike room would be restricted to residents, and retail users only. Access to the bike room would be from the Market Street residential lobby, only. In addition, 27 Class 2 bicycle parking spaces would be provided in publicly accessible bicycle racks near the Market Street entrance. Six additional Class 2 bicycle parking spaces would be included near the project entrance on McCoppin Street. (See Figures 15 and 16)

**Streetscape Improvements.** Given that the proposed project involves new construction on a site that is larger than 0.5 acres, the proposed project is subject to the San Francisco Better Streets Plan ("Better Streets Plan"), as codified in Planning Code Section 138.1.<sup>4</sup>

---

<sup>3</sup> If the on-street commercial loading space proposed to be located on Valencia Street is approved, the Project sponsor would request that the space becomes a passenger drop-off/pick up (white) zone after 5 PM; this request would also need to be approved by the SFMTA at a public Color Curb Hearing. Depending on the exact location, the implementation of this commercial/white zone could require removal of one existing metered general parking space.

<sup>4</sup> The Better Streets Plan was adopted by the City in December 2010. The plan provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The plan seeks to balance the needs of all street users with a particular focus on the pedestrian environment and how streets can be used as a public space. The Better Streets Plan policies can be found at: [www.sfbetterstreets.org](http://www.sfbetterstreets.org).

The Better Streets Plan identifies:

- Market Street as a Ceremonial/Civic Street;
- McCoppin Street as a Neighborhood Commercial Street; and
- Stevenson Street (near the project site) as an Alley.

Along the frontages of the project site, existing sidewalks widths are:

- 15 feet wide on Market Street,
- 10 feet wide on Stevenson Street (north side only), and
- 9 feet wide on McCoppin Street.

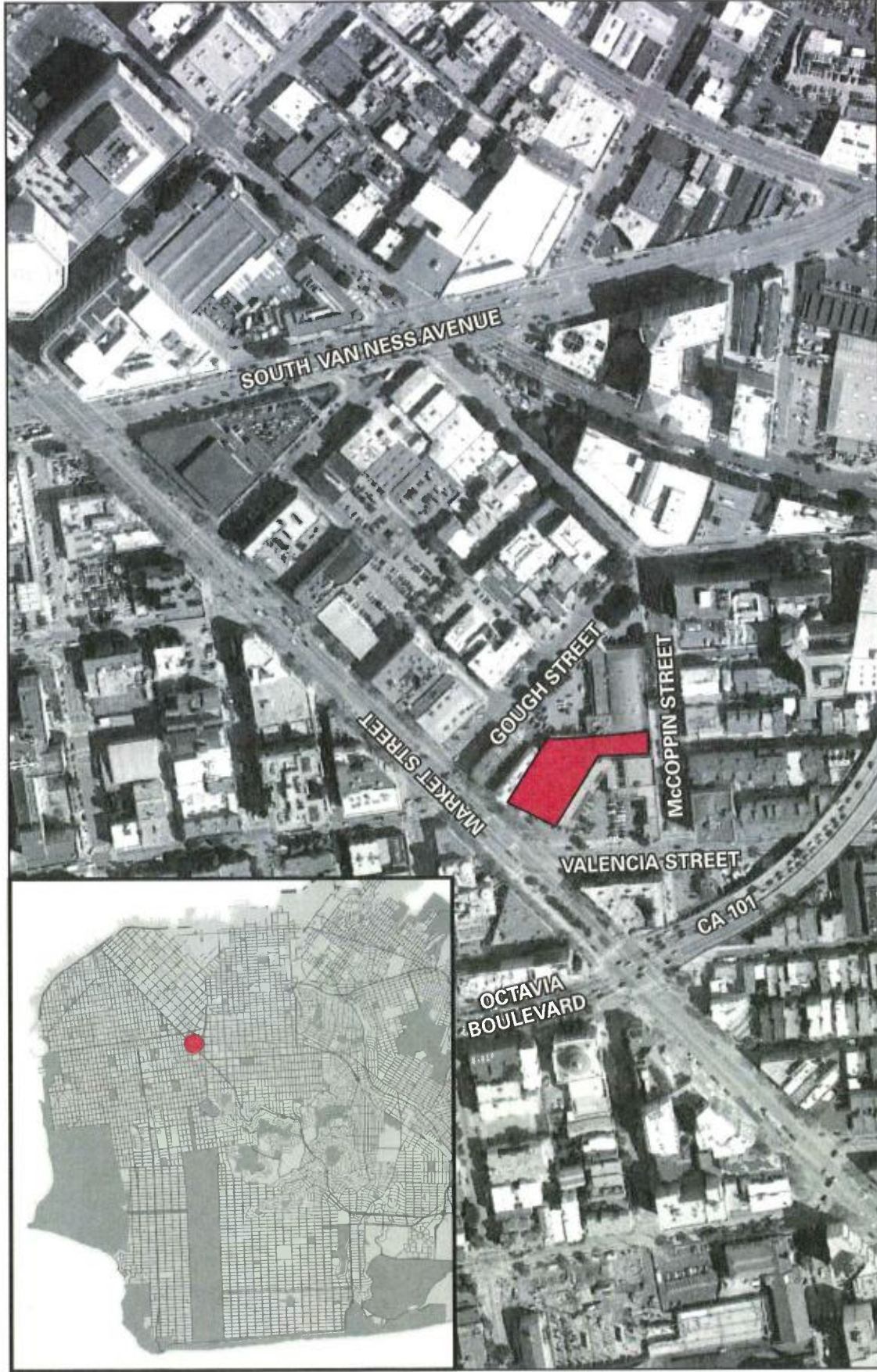
The existing sidewalk width on McCoppin Street is less than the minimum and recommended widths presented in the Better Streets Plan, which are 12 and 15 feet, respectively. The proposed project includes streetscape improvements along Market and McCoppin streets which would be coordinated with the Better Market Streets project (Market Street), and the Hub Public Realm Plan.<sup>5</sup> No sidewalk widening is proposed along Market Street, (See Figure 15), the sidewalk along the McCoppin Street frontage could be extended up to six feet, for a total width of 15 feet from the property line to the curb. (See Figure 16)

### **Project Construction**

The project sponsor anticipates that construction would last about 14 months. Construction of the proposed project would require demolition of the existing 22,170-square-foot commercial/industrial building, excavation for the foundation, underground parking level, and car stacker pits. The tunnel for the San Francisco Municipal Rail (Muni), overseen by Bay Area Rapid Transit (BART), runs beneath Market Street just north of the project site. However, the project sponsor has confirmed that excavation for the project site would not encroach into the Bart Zone of Influence (ZOI). Therefore, the proposed building would likely rest on a mat foundation which would require excavation to a maximum depth of 20.5 feet (on the Market Street side). Approximately 10,000 cubic yards of soil would need to be removed from the site.

---

<sup>5</sup> The City is currently in the early stages of a community planning process for a Public Realm Plan for the area, the Hub Public Realm Plan. The plan will result in design guidelines, public realm improvements and conceptual streetscape redesigns that could include sidewalk widening, circulation changes, corner bulb-outs, landscaping, street trees, activation zones, bike improvements, transit enhancements, and other streetscape improvements.



● PROJECT SITE

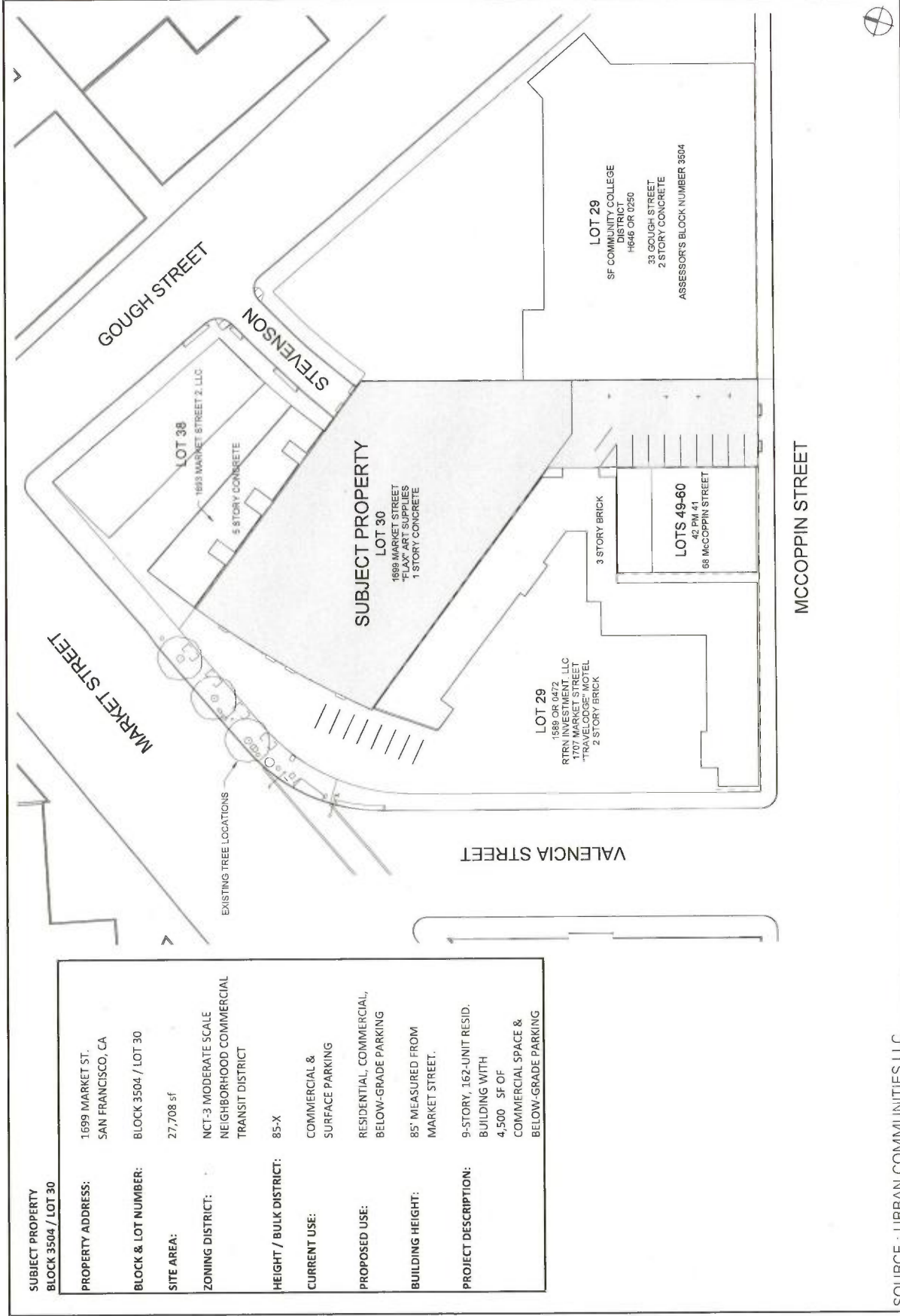
SOURCE : URBAN COMMUNITIES LLC

1699 Market Street Project

Case No. 2014.0484

FIGURE 1  
PROJECT LOCATION





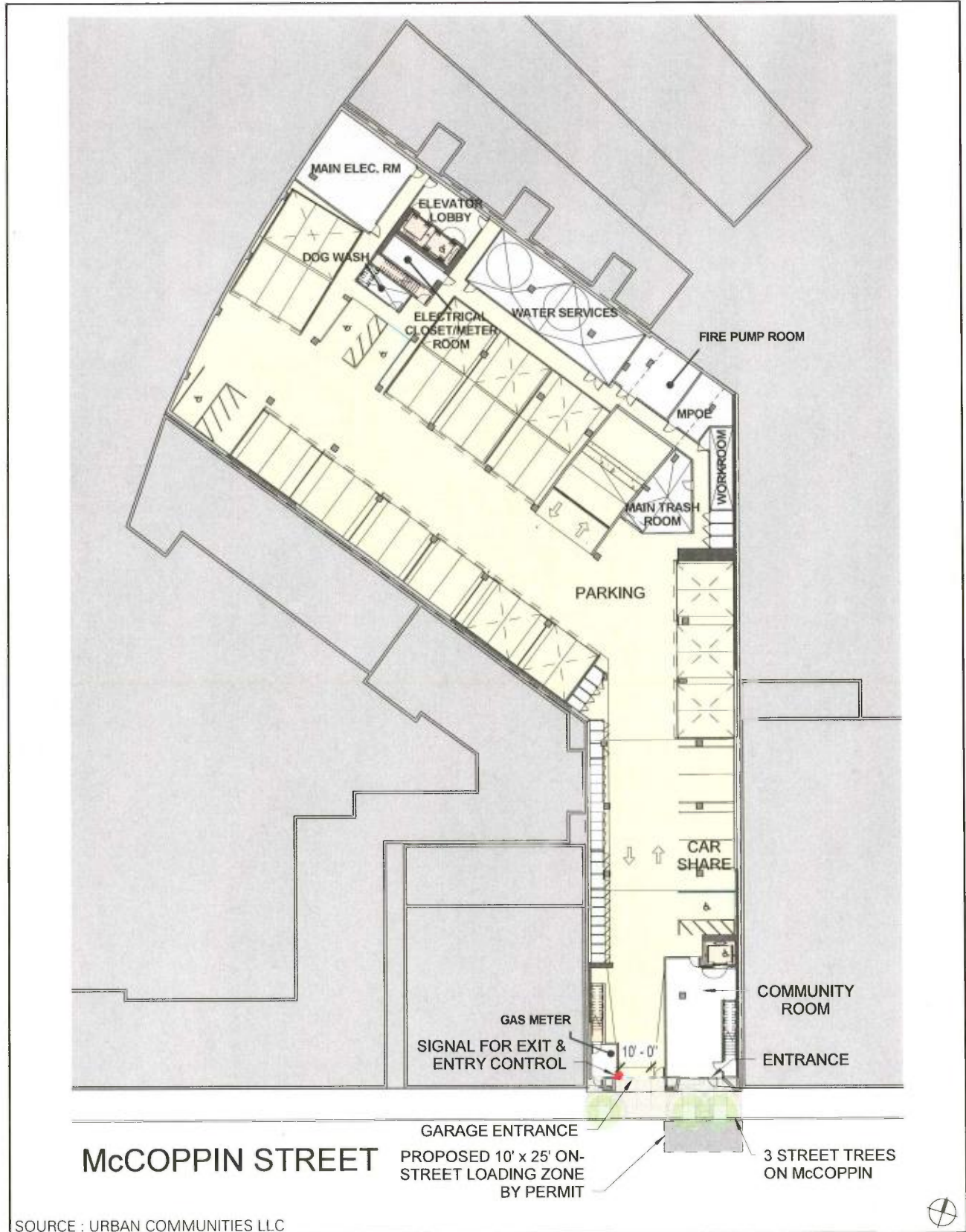
**FIGURE 2  
PROJECT SITE**

<b>SUBJECT PROPERTY</b> BLOCK 3504 / LOT 30	1699 MARKET ST. SAN FRANCISCO, CA
<b>PROPERTY ADDRESS:</b>	BLOCK 3504 / LOT 30
<b>BLOCK &amp; LOT NUMBER:</b>	27,708 sf
<b>SITE AREA:</b>	NCT-3 MODERATE SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
<b>ZONING DISTRICT:</b>	85-X
<b>HEIGHT / BULK DISTRICT:</b>	COMMERCIAL & SURFACE PARKING
<b>CURRENT USE:</b>	RESIDENTIAL, COMMERCIAL, BELOW-GRADE PARKING
<b>PROPOSED USE:</b>	85' MEASURED FROM MARKET STREET.
<b>BUILDING HEIGHT:</b>	9-STORY, 162-UNIT RESID. BUILDING WITH 4,500 SF OF COMMERCIAL SPACE & BELOW-GRADE PARKING
<b>PROJECT DESCRIPTION:</b>	

SOURCE: URBAN COMMUNITIES LLC  
1699 Market Street Project  
Case No. 2014.0484







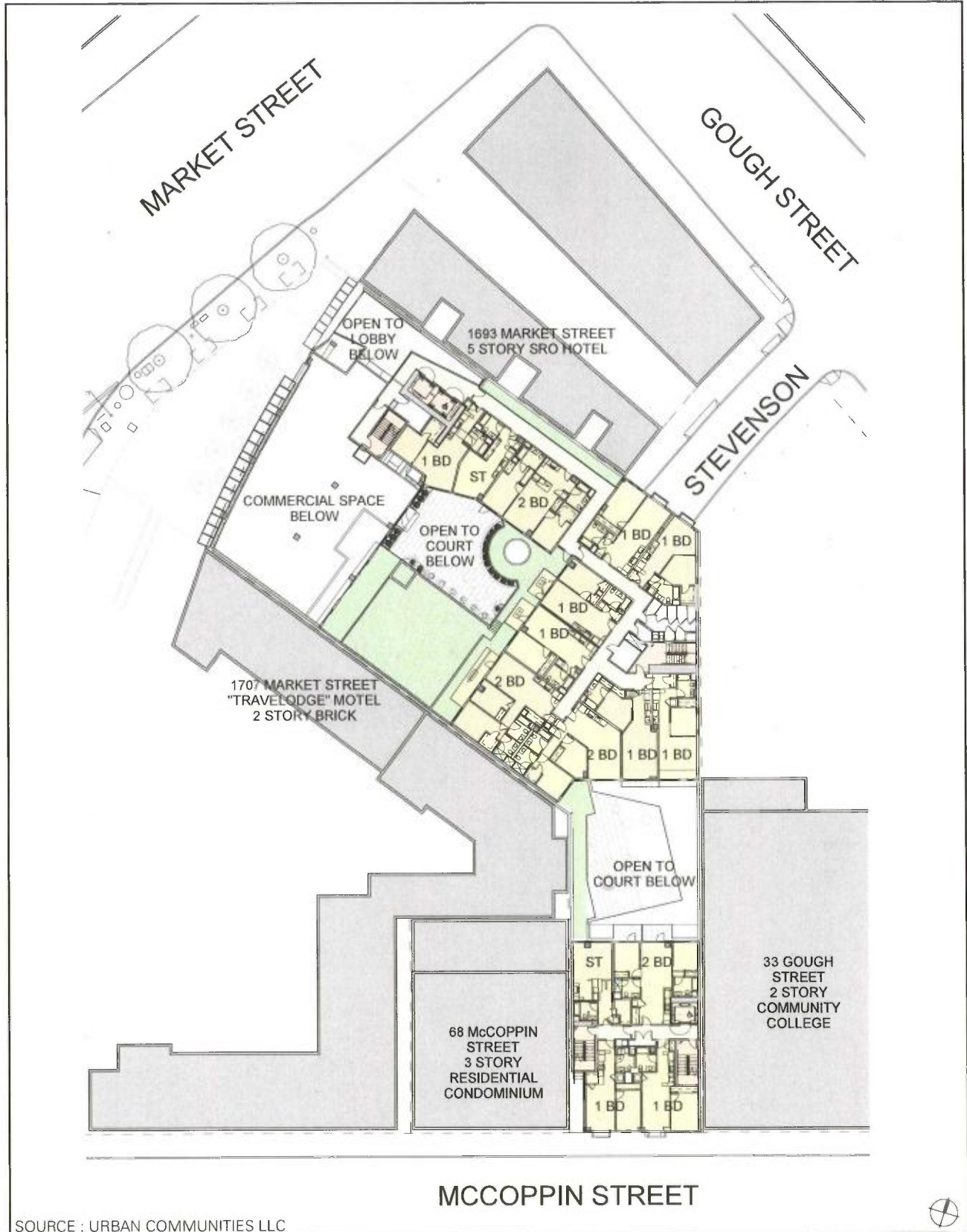
SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 3**  
**LOWER LEVEL PLAN**









SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 5**  
**SECOND FLOOR PLAN**





3rd - 9th FLOOR PLAN - MARKET



3rd - 4th FLOOR PLAN - McCOPPIN



5th - 8th FLOOR PLAN - McCOPPIN

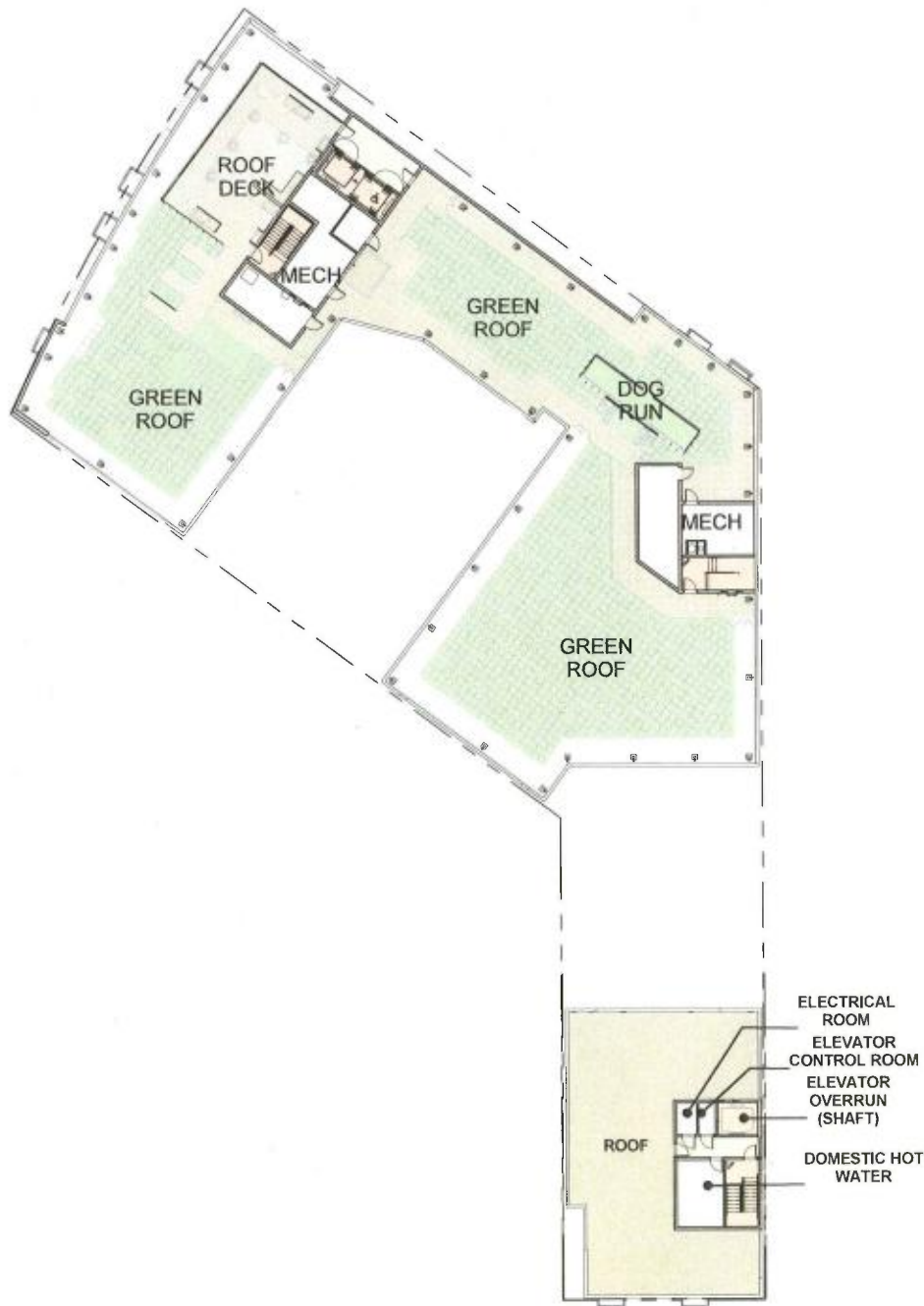
SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484



**FIGURE 6**  
**TYPICAL FLOOR PLANS**



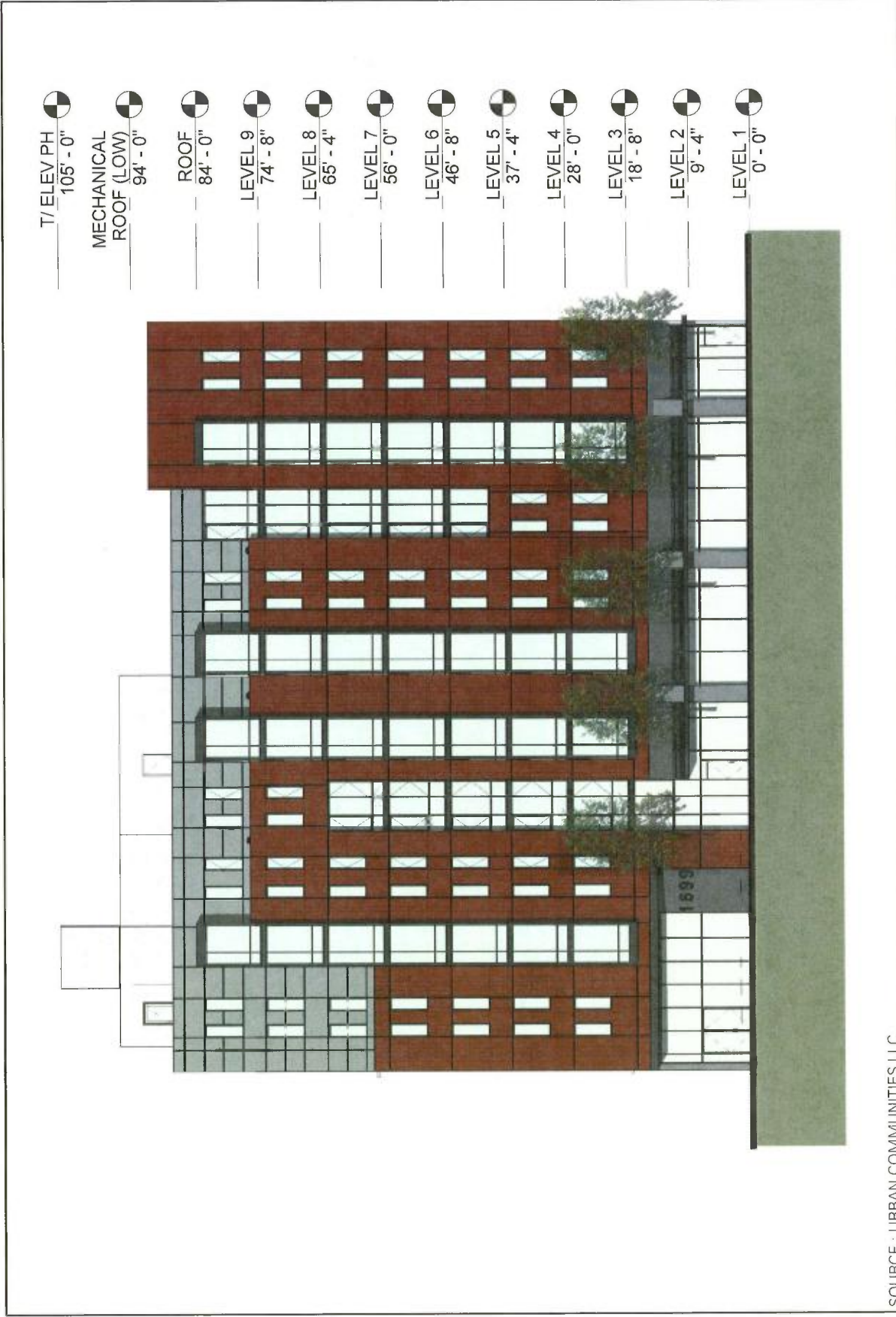




SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 7**  
**ROOF PLAN**

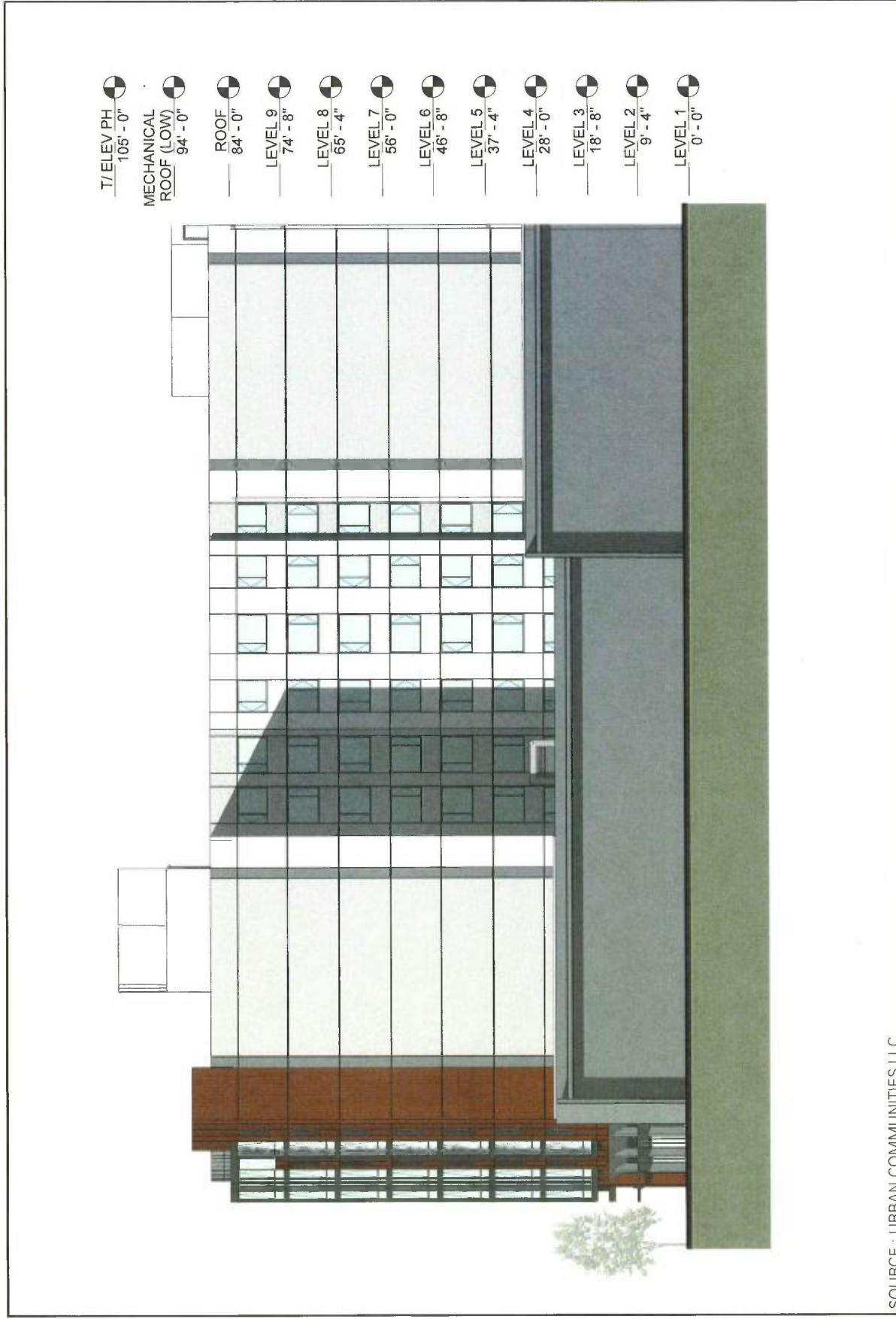




SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 8**  
**BUILDING ELEVATION - MARKET STREET**

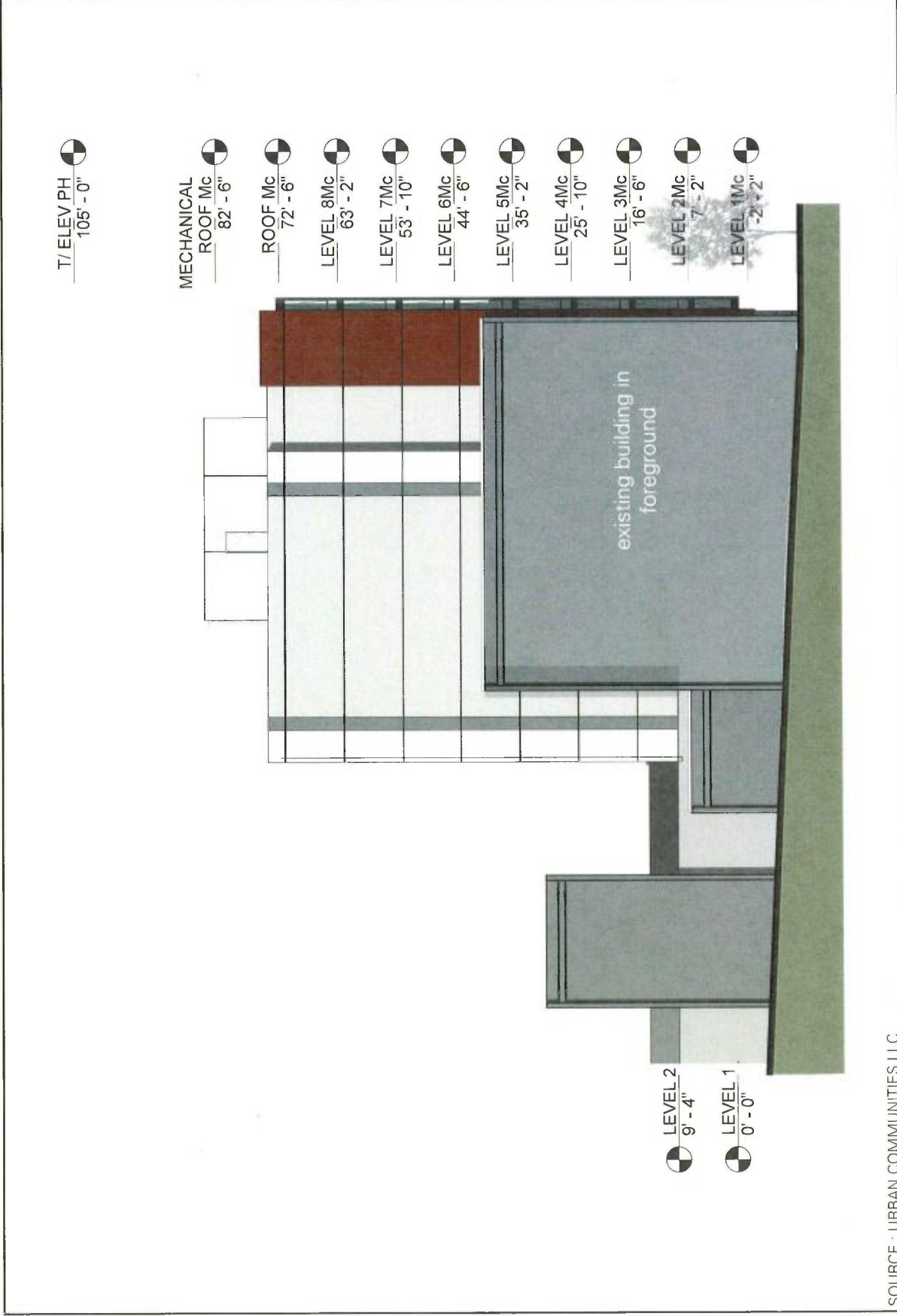




SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 9**  
**BUILDING ELEVATION - SOUTH WEST**





**FIGURE 10**  
**BUILDING ELEVATION - WEST**

SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484





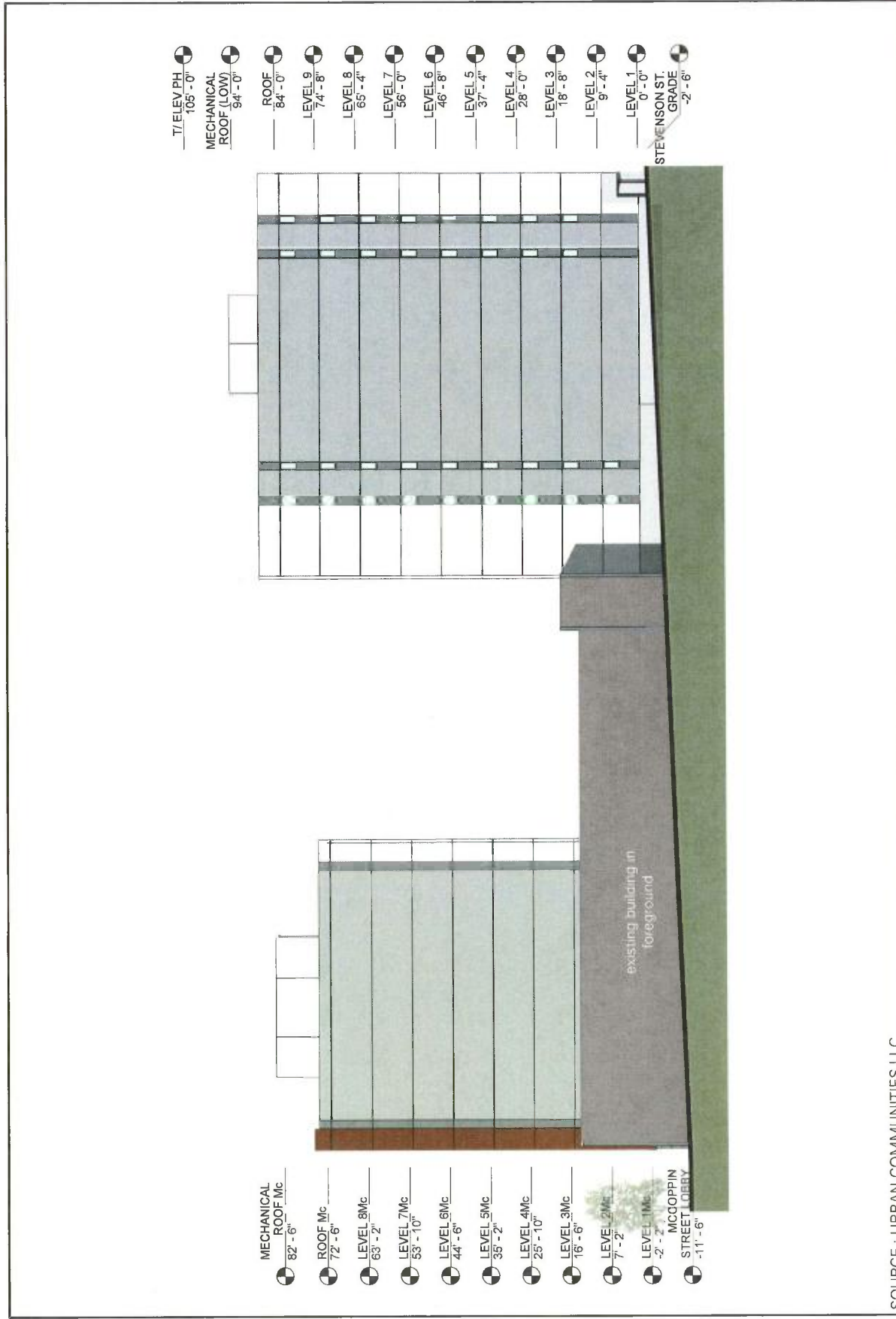


SOURCE : URBAN COMMUNITIES LLC

1699 Market Street Project  
Case No. 2014.0484

**FIGURE 11**  
**BUILDING ELEVATION - McCOPPIN STREET**



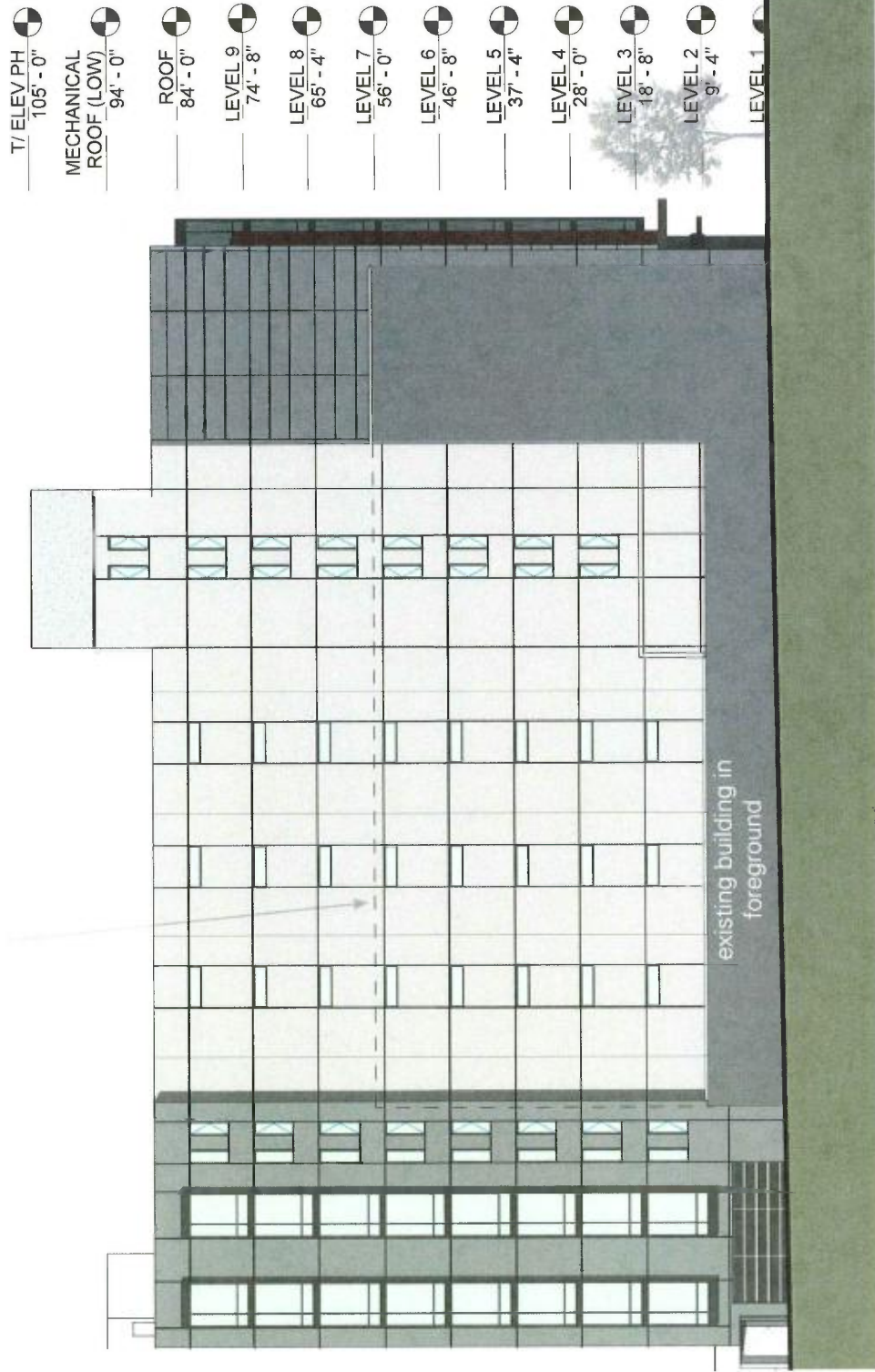


SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 12**  
**BUILDING ELEVATION - EAST**



OUTLINE OF BUILDING  
IN FOREGROUND



SOURCE : URBAN COMMUNITIES LLC  
1699 Market Street Project  
Case No. 2014.0484

**FIGURE 13**  
**BUILDING ELEVATION - NORTH EAST**





**FIGURE 14  
OPEN SPACE**

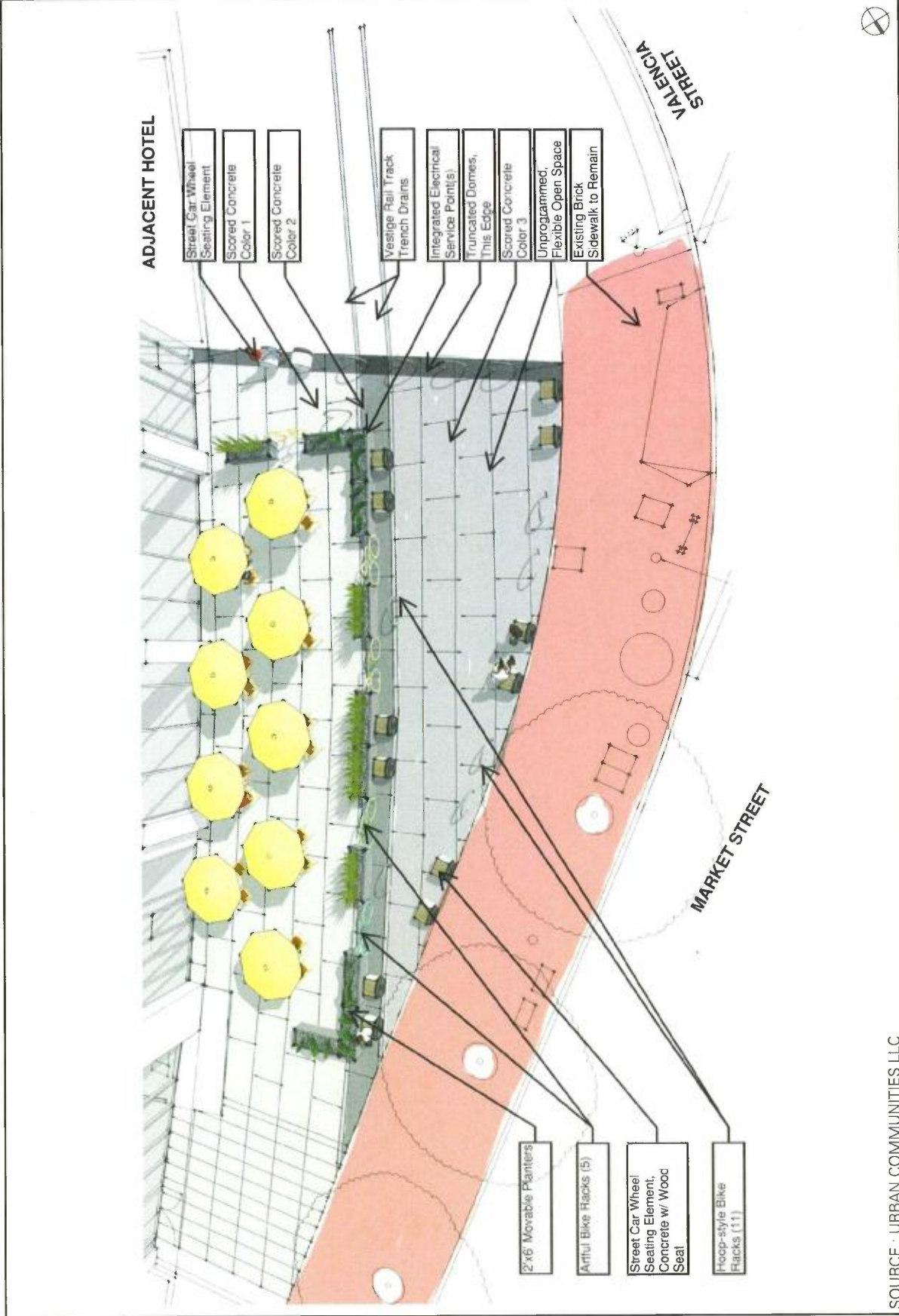
**Open Space Requirements**  
 80 sf/unit private; 100 sf/unit common:

	A	B	C	D	E	F	G	H	units
units with balconies	-	-	-	-	-	162	16,200	16,200	sf
private open space; A * 80	-	-	-	-	-	-	-	-	sf
private open space provided	-	-	-	-	-	-	-	-	sf
balance of private space; B-C	-	-	-	-	-	-	-	-	sf
convert balance to common; D * 1.25	-	-	-	-	-	-	-	-	sf
balance of units w/o private space	-	-	-	-	-	-	-	-	units
common open space; F * 100	-	-	-	-	-	-	-	-	sf
REQUIRED COMMON OPEN SPACE; E+G	-	-	-	-	-	-	-	-	sf
North Court, common open space	-	-	-	-	-	-	-	-	3,960 sf
South Court, common open space	-	-	-	-	-	-	-	-	2,220 sf
Roof Deck 1, common open space	-	-	-	-	-	-	-	-	1,655 sf
Roof Deck 2, common open space	-	-	-	-	-	-	-	-	2,560 sf
Green Roof, common open space	-	-	-	-	-	-	-	-	5,805 sf
PROVIDED COMMON OPEN SPACE	-	-	-	-	-	-	-	-	16,200 sf

SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484







SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 15**  
**STREETSCAPE IMPROVEMENTS - MARKET STREET**



x  
L5.1

24" H. Planter. Raw Steel with Oil Finish, typ. of 2

Garage Entrance, S.A.D.

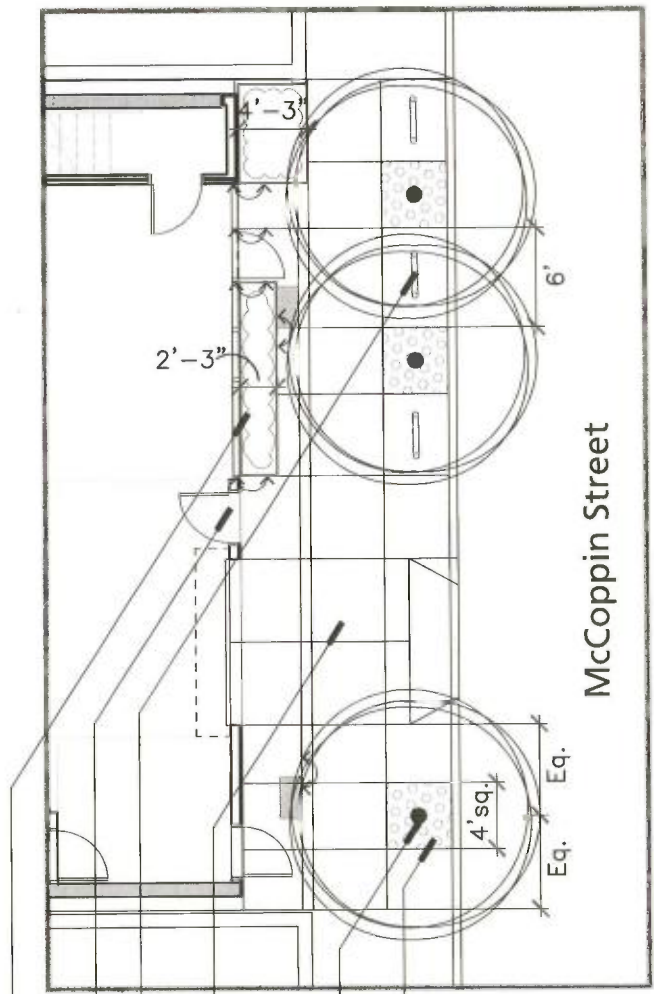
(3) In-Ground Bike Racks, (6 Spaces), S.C.F.S.

1  
L5.1

(N) Scored City Standard Concrete

Columnar Street Tree, typ., to be Coordinated with City Arborist

4'x4' Tree Well Cutout with Gravel Mulch, Type 1, S.C.F.S.



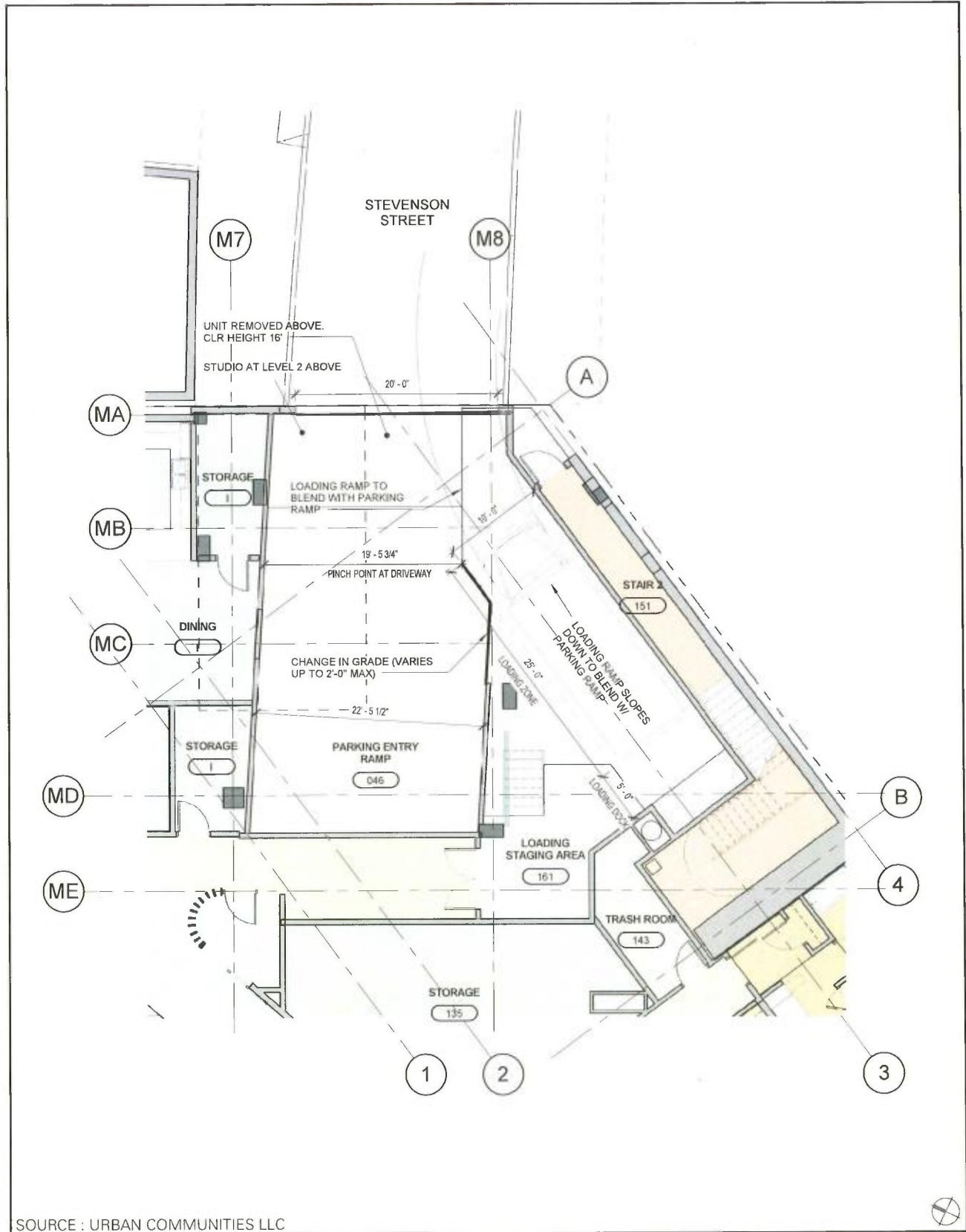
McCoppin Street



**FIGURE 16**  
**STREETSCAPE IMPROVEMENTS - McCOPPIN STREET**

SOURCE: URBAN COMMUNITIES LLC  
1699 Market Street Project  
Case No. 2014.0484





SOURCE : URBAN COMMUNITIES LLC  
 1699 Market Street Project  
 Case No. 2014.0484

**FIGURE 17**  
**ON-SITE LOADING VARIANT**



## Project Approvals

### *Actions by the Planning Commission*

- Approval of a Conditional Use Authorization from the Planning Commission is required for the following:
  - Development of a lot greater than 10,000 sf within a Neighborhood Commercial District, pursuant to Planning Code Section 121.1; and
  - A Planned Unit Development (PUD) for new construction of a project on a site greater than ½ acre, pursuant to Planning Code Section 304, with exceptions sought for the:
    - Rear yard (Section 134);
    - Off-street parking at a ratio exceeding 0.5 cars per dwelling unit (Section 151.1); and

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

### *Actions by City Departments*

- **San Francisco Planning Department (Planning Department).** Approval of a site permit that is consistent with the Conditional Use Authorization.
- **Department of Building Inspection (DBI).** Demolition, grading, and building permits for the demolition of the existing building and construction of the new building.
- **Department of Public Health (DPH).** Approval of a Site Mitigation Plan prior to the commencement of any excavation work and approval of an Enhanced Ventilation System.
- **San Francisco Public Works (SFPW).** Street and sidewalk permits for any modifications to public streets and sidewalks. Approval of a condominium map if requested.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of any changes to sewer laterals and of a Stormwater Control Plan.
- **San Francisco Municipal Transportation Agency (SFMTA).** Approval of a request for an on-street loading zone on Stevenson, Valencia, and/or McCoppin Street.

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the Market and Octavia PEIR.<sup>6</sup> The CPE Checklist indicates whether the proposed project would result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the Market and Octavia PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was

---

<sup>6</sup> San Francisco Planning Department, *Market and Octavia Area Plan Final Environmental Impact Report*, Case No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007. This document, and other cited Market and Octavia Area Plan documents, are available online at [www.sf-planning.org/index.aspx?page=1714](http://www.sf-planning.org/index.aspx?page=1714) or at the Planning Department, 1650 Mission Street, Suite 400.

not known at the time that the Market and Octavia PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza), and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line).

Implementation of the proposed project would result in the construction of a new building that would be nine stories and 85 feet tall (along the Market Street frontage). The building would contain up to 162 dwelling units and 4,588 gsf of retail space. As discussed below in this CPE Checklist, the proposed project would not result in new, significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.

## SENATE BILL 743

### AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above criteria; therefore, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>7</sup> Project elevations are included in the project description for informational purposes.

---

<sup>7</sup> San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 1699 Market Street*, November 16, 2015. This document, and other documents cited in the CPE Checklist, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0484E.



**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, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*<sup>8</sup> recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: 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 Market and Octavia PEIR associated with automobile delay are not discussed in this checklist. Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

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

The Market and Octavia PEIR determined that implementation of the *Market and Octavia Area Plan* would not result in a significant adverse impact related to land use and land use planning, and no mitigation measures were identified. The proposed project consists of the construction of a new building that would be nine stories and 85 feet tall (Market Street frontage). The building would contain 162 dwelling units and 4,588 gsf of retail space. The proposed project is within the scope of development projected under the *Market and Octavia Area Plan*. Furthermore, the Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is permitted in the NCT-3 (Moderate

<sup>8</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

Scale Neighborhood Commercial Transit) Use District and is consistent with the bulk, density, and land uses as envisioned in the *Market and Octavia Area Plan*.<sup>9, 10</sup>

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to land use and land use planning beyond those identified in the Market and Octavia PEIR.

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

One goal of the *Market and Octavia Area Plan* is to implement citywide policies to increase the supply of high-density housing in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and infill development sites. The Market and Octavia PEIR analyzed a projected increase of 7,620 residents in the Plan Area by the year 2025 and determined that this anticipated growth would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project consists of the construction of a new building that would be nine stories and 85 feet tall. The building would contain 162 dwelling units and 4,588 gsf of retail space. Implementation of the proposed project would result in a net increase of about 303 residents, and a net reduction of about 50 employees (based on the existing and proposed retail uses) on the project site.<sup>11</sup> The population growth associated with the proposed project is within the scope of the population growth that was anticipated under the *Market and Octavia Area Plan* and analyzed in the Market and Octavia PEIR.

<sup>9</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, *Citywide Planning and Policy Analysis, Case No. 2014.0484E, 1699 Market Street*, December 15, 2015..

<sup>10</sup> Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, Case No. 2014.0484E, 1699 Market Street*, February 11, 2016.

<sup>11</sup> The Market and Octavia PEIR assumed that the Plan Area would have an average household size of 1.87 residents per dwelling unit in the year 2025. Retail employment was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review (Transportation Guidelines)*.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to population and housing beyond those identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>3. CULTURAL RESOURCES</b> —Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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**

The Market and Octavia PEIR noted that although development would be allowed in the Plan Area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. No mitigation measures were identified.

Under CEQA, evaluation of the potential for proposed projects to impact historical resources is a two-step process. The first step is to determine whether the property is a historical resource as defined in CEQA Guidelines Section 15064.5(a)(3). If it is determined to be a historical resource, the second step is to evaluate whether the action or project proposed would cause a substantial adverse change.

The existing building on the site was constructed in 1954. It is not considered a historic resource under CEQA.<sup>12</sup> The project site is not located within a historic district, although it is adjacent to a building (the Allen Hotel, 1693 Market Street) that is a contributor to the Market Street Masonry Landmark District. Compatibility of the proposed project with this Landmark District has been addressed through the design review process.<sup>13</sup>

For these reasons, the proposed project would not contribute to the significant project-specific or cumulative historic resource impacts identified in the Market and Octavia PEIR, and no historic resource mitigation measures are applicable to the proposed project.

**Archeological Resources**

<sup>12</sup> Doug Vu, San Francisco Planning Department, *Current Planning/Preservation Team Memo for the 1699 Market Street Project*. February 10, 2016.

<sup>13</sup> Doug Vu, San Francisco Planning Department, *Current Planning/Preservation Team Memo for the 1699 Market Street Project*. February 10, 2016.

The Market and Octavia PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified four mitigation measures that would reduce these potential impacts to less-than-significant levels (Mitigation Measures C1 through C4). Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties,<sup>14</sup> applies to properties that have a final Archeological Resource Design/Treatment Plan (ARDTP) on file; it requires that an addendum to the ARDTP be completed. Mitigation Measure C2: General Soil-Disturbing Activities,<sup>15</sup> was determined to be applicable to any project involving any soil-disturbing activities below a depth of 4 feet below ground surface (bgs) and located in areas for which no archeological assessment report has been prepared. Mitigation Measure C2 requires that a Preliminary Archeological Sensitivity Study (PASS) be prepared by a qualified consultant or that a Preliminary Archeological Review (PAR) be conducted by Planning Department staff. Mitigation Measure C3: Soil-Disturbing Activities in Public Street and Open Space Improvements,<sup>16</sup> applies to improvements to public streets and open spaces if those improvements disturb soils below a depth of 4 feet bgs; it requires an Archeological Monitoring Program. Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District,<sup>17</sup> applies to projects in the Mission Dolores Archeological District that result in substantial soils disturbance; it requires an Archeological Testing Program as well as an Archeological Monitoring Program and an Archeological Data Recovery Program, if appropriate.

The PEIR anticipated that development at the project site would have the potential to disturb archaeological deposits, and that Market and Octavia PEIR Mitigation Measure C2 would apply to the proposed project. Based on a review of San Francisco Planning Department records, no previous archaeological investigations have occurred at the project site. However, pursuant to Market and Octavia PEIR Mitigation Measure C2, a PAR was conducted by Planning Department staff for the proposed project. Based on the PAR, it has been determined that the Planning Department's second standard archaeological mitigation measure (archaeological monitoring) would apply to the proposed project.<sup>18</sup>

Although no archaeological resources have been previously identified within the project area, the project site may harbor previously undiscovered CRHR-eligible prehistoric and/or historic-era archaeological resources. Because the proposed project would require approximately 10,000 cubic yards of soil excavation (including soil removal) to a depth of more than 4 feet, project ground-disturbing activities and soil amendments would have the potential to affect previously undocumented CRHR-eligible resources, were they to be present below the project site. Therefore, Mitigation Measure 2 – Archaeological Monitoring (Market and Octavia PEIR Mitigation Measure C2), listed in the Mitigation Measures section below, is required to reduce potential significant impacts of the proposed project to archaeological resources to a less-than-significant level. With implementation of this mitigation measure,

---

<sup>14</sup> Throughout this CPE, mitigation measures from the Market and Octavia PEIR are numbered based on the adopted Mitigation Monitoring and Reporting Program for the proposed project at 1699 Market Street; mitigation measure numbers from the PEIR are also provided for reference. Mitigation Measure C1 is Mitigation Measure 5.6.A1 in the Market and Octavia PEIR.

<sup>15</sup> Mitigation Measure C2 is Mitigation Measure 5.6.A2 in the Market and Octavia PEIR.

<sup>16</sup> Mitigation Measure C3 is Mitigation Measure 5.6.A3 in the Market and Octavia PEIR.

<sup>17</sup> Mitigation Measure C4 is Mitigation Measure 5.6.A4 in the Market and Octavia PEIR.

<sup>18</sup> Email from Randall Dean, San Francisco Planning Department, to Rachel Schuett, November 6, 2015, "1699 Market Street (2014.0484E) project-PAR."

the proposed project would not result in significant project-specific or cumulative impacts on archaeological resources that were not identified in the Market and Octavia PEIR.

---

Topics:	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
<b>4. TRANSPORTATION AND CIRCULATION—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) 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 Market and Octavia PEIR anticipated that growth resulting from the zoning changes under the *Market and Octavia Area Plan* would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

The Market and Octavia PEIR identified significant traffic impacts at seven intersections and one significant transit impact. In the vicinity of the project site, the Market and Octavia PEIR identified cumulatively considerable impacts at the intersections of Mission Street/Otis Street/South Van Ness Avenue (two blocks southeast of the project site), Market Street/Van Ness Avenue (one block east), and Laguna/Market Hermann/Guerrero (three blocks west).

The Market and Octavia PEIR identified a significant and unavoidable cumulative transit impact on the 21 Hayes Muni route during the weekday p.m. peak hour. This impact was a result of the increased vehicle delay along Hayes Street from Van Ness Avenue to Gough Street due to the proposed reconfiguration of Hayes Street under the *Market and Octavia Area Plan*.

The PEIR identified eight transportation mitigation measures involving plan-level traffic management strategies, intersection and roadway improvements, and transit improvements to be implemented by the Planning Department, DPW, and SFMTA. The PEIR did not identify project-level transportation mitigation measures to be implemented by project sponsors for future development under the *Market and Octavia Area Plan*. The PEIR determined that, even with implementation of the identified plan-level mitigation measures, the significant adverse effects at seven intersections and the cumulative impacts on

certain transit lines resulting from delays at several Hayes Street intersections could not be fully mitigated. These impacts were found to be significant and unavoidable.

As discussed above under "SB 743", in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed any further in this checklist.

The Market and Octavia PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT Analysis and Induced Automobile Travel Analysis presented below evaluate the project's transportation effects using the VMT metric.

Because the proposed project is within the scope of development projected under the *Market and Octavia Area Plan*, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the PEIR. Although the proposed project would not result in any new significant traffic, bicycle, or pedestrian impacts, the project sponsor has agreed to implement the improvement measures, listed in the Improvement Measures section below, which would further reduce these less-than-significant impacts.

### 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>19,20</sup>

For residential development, the regional average daily VMT per capita is 17.2.<sup>21</sup> For office and retail development, regional average daily work-related VMT per employee are 19.1 and 14.9, respectively. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the traffic analysis zone (TAZ) in which the project site is located, 578.

**Table 1 Daily Vehicle Miles Traveled**

Land Use	Bay Area		TAZ 578
	Regional Average	Regional Average minus 15%	
Households (Residential)	17.2	14.6	3.7
Employment (Retail)	14.9	12.6	8.9

A project would have a significant effect on the environment if it would cause substantial additional VMT. The 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") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

As shown in Table 1 above, existing average daily VMT per capita for residential uses in TAZ 578 is 3.7 miles. This is 78.4 percent below the existing regional average daily VMT per capita of 17.2. Also, as shown in Table 1 above, existing average daily VMT per employee for retail uses in TAZ 578 is 8.9 miles. This is 40.2 percent below the existing regional average daily VMT per capita of 14.9. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project would not result in substantial additional VMT and impacts would be less-than-significant. San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, using the same methodology as outlined for existing conditions, but includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040. Projected 2040 average daily VMT per capita for residential uses in TAZ 578 is 3.1 miles. This is 78.8 percent below the projected 2040 regional average daily VMT per capita of 14.6.<sup>22</sup> Projected 2040 average daily VMT per employee for retail uses in TAZ 578 is 9.0 miles. This is 28.6 percent below the projected 2040 regional average daily VMT per employee of 12.6.<sup>23</sup> Given the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed would not result in substantial additional VMT. Therefore, the proposed project would not contribute considerably to any substantial

<sup>19</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>20</sup> San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

<sup>21</sup> Includes the VMT generated by the households in the development.

<sup>22</sup> Ibid.

<sup>23</sup> Ibid.



cumulative increase in VMT.<sup>24</sup> Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project uses would not cause substantial additional VMT.<sup>25</sup> Therefore, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant.

### **Trip Generation**

Trip generation for the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review (Transportation Guidelines)* developed by the San Francisco Planning Department.<sup>26</sup> The proposed residential and retail uses would generate an estimated 3,750 daily person trips (inbound and outbound) on a typical weekday, a net increase of 2,040 trips over existing conditions. During the p.m. peak hour, the proposed project would generate an estimated 559 person trips (405 of which are net new trips), including 276 auto trips, 122 transit trips, 119 walk trips, and 42 trips by other modes. Accounting for vehicle occupancy data for the project site's census tract, the proposed project would generate 1,202 daily vehicle trips, 177 of which would occur during the p.m. peak hour.

While the proposed project would not result in any significant VMT impacts, Project Improvement Measure TR-1: Encourage Use of Alternative Modes of Travel for Residents discussed in the Improvement Measures section below, could be implemented to further reduce the less-than-significant intersection level of service impacts associated with the proposed project. Project Improvement Measure TR-1 includes several transportation demand measures intended to reduce vehicle trips generated by the proposed project by encouraging the use of rideshare, transit, bicycle, and walk modes for trips to and from the project site.

### **Transit**

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 transit service: 6 Haight/Parnassus, 7 Haight/Noriega, 7R Haight/Noriega Rapid, 7X Noriega Express, and the F Market historic streetcar on Market Street. Muni also operates the Muni Metro light rail system including the J Church, KT Ingleside/Third Street, L Taraval, M Ocean View, and N Judah, which runs underground beneath Market Street near the project site.<sup>27</sup>

Muni Metro subway lines are accessible from the Market Street/Van Ness Avenue, located one block east of the project site. In addition, the Civic Center/UN Plaza Muni/BART station is located about 0.6 miles to the east of the project site.

The proposed project would be expected to generate 743 daily transit trips, including 122 transit trips (102 net new transit trips) during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 122 p.m. peak-hour transit trips would be accommodated by existing capacity. Therefore, the

---

<sup>24</sup> San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1699 Market Street, Case No. 2014.1041*, March 15, 2016.

<sup>25</sup> Ibid.

<sup>26</sup> San Francisco Planning Department, *Transportation Calculations, 1699 Market Street*, November 3, 2015.

<sup>27</sup> Rachel A Schuett, *Transit-Oriented Infill Project Eligibility Checklist, 1699 Market Street*, November 16, 2015.

proposed project would not result in unacceptable levels of transit service or cause an increase in transit delays or operating costs such that significant adverse impacts to transit service would result.

As discussed above, the Market and Octavia PEIR identified significant and unavoidable cumulative transit delay impacts to the 21 Hayes Muni route. The proposed project would not contribute considerably to these conditions as its contribution of 122 p.m. peak-hour transit trips would be distributed among several nearby transit lines and would not be a substantial proportion of the overall additional transit volume generated by projects developed under the *Market and Octavia Area Plan*. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts.

As mentioned above, the proposed project would generate an estimated 119 walk trips, and 42 trips by other modes, including by bicycle. These bicycle and pedestrian trips would be accommodated by existing sidewalk and bicycle facilities and no impacts would occur. However, given the increase in vehicle, pedestrian and bicycle trips, there would be an increase in the potential for conflicts between travel modes, particularly at the proposed driveway on McCoppin Street. Project Improvement Measures TR-2: Installation of Active Signage, TR-3: Installation of Pedestrian Device, and TR-4: Installation of Bicycle Alerting Devices would provide a clear signal when a vehicle is approaching and to provide maximum visibility for pedestrians and bicyclists, further reducing any potential for conflicts between modes.

For these reasons, the proposed project would not result in significant project-specific impacts related to transit beyond those identified in the Market and Octavia PEIR and would not contribute considerably to cumulative transit impacts that were identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<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"/>
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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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"/>

**Construction Impacts**

The Market and Octavia PEIR noted that the background noise levels in San Francisco are elevated primarily due to traffic noise and that some streets, such as Market Street, have higher background noise levels. The PEIR identified an increase in the ambient noise levels during construction, dependent on the types of construction activities and construction schedules, and noise from increased traffic associated with construction truck trips along access routes to development sites. The PEIR determined that compliance with the San Francisco Noise Ordinance (Noise Ordinance), codified as Article 29 of the San Francisco Police Code, would reduce construction impacts to less-than-significant levels. No mitigation measures related to noise from construction were identified in the Market and Octavia PEIR.

All construction activities for the proposed project (approximately 14 months) would be subject to and would comply with the Noise Ordinance, which 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<sup>28</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 the SFPW or the Director of DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of the SFPW authorizes a special permit for conducting the work during that period.

The DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Although pile operations would involve the use of cast-in-place augers or pre-drilled micropiles to minimize noise and vibration, occupants of nearby properties could be disturbed by construction noise and vibration during the 14-month construction period for the proposed project. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise levels in the project vicinity during construction of the proposed project would not be considered a significant impact, because the construction noise would be temporary, intermittent, and restricted in occurrence and level due to required compliance with the Noise Ordinance.

<sup>28</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).

For these reasons, the proposed project would not result in significant project-specific or cumulative construction-related noise and vibration impacts beyond those identified in the PEIR, and no mitigation measures are necessary.

### Operational Impacts

The PEIR noted that Area Plan-related land use changes would have the potential to create secondary noise impacts associated with projects' fixed-location heating, ventilating, or air-conditioning equipment and other localized noise-generating activities. The PEIR determined that existing ambient noise levels in the Plan Area would generally mask noise from new on-site equipment. Therefore, the increase in noise levels from operation of equipment would be less than significant. The PEIR also determined that all new development in the Plan Area would be required to comply with Title 24 of the California Code of Regulations and with the Land Use Compatibility Guidelines for Community Noise in the Environmental Protection Element of the of the *General Plan*,<sup>29</sup> which would prevent significant operational impacts on sensitive receptors.

Ambient noise levels in San Francisco are largely influenced by traffic. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (a 3-dB increase). As discussed under CPE Checklist Topic 4, Transportation and Circulation, the proposed project would generate 177 vehicle trips during the p.m. peak hour. Given the existing traffic volumes in the project vicinity, the project-related increase in vehicle trips during the p.m. peak hour would not double the traffic volumes on any given street in the project vicinity. Therefore, the proposed project would not result in a perceptible increase in noise levels from project-related traffic and would not contribute to a considerable increment or to any cumulative noise impacts related to traffic.

An environmental noise study was completed for the proposed project to assess existing noise conditions and make recommendations for building materials specifications to meet Title 24 building code requirements.<sup>30</sup> The noise study included noise measurements at four different locations and found that ambient noise levels near the boundaries of the project site range from 68 dBA (along Valencia Street) to 82 dBA (along Market Street), with the highest ambient noise levels occurring along the Market Street frontage. The proposed project would be required to comply with the building code by including sound-attenuating improvements to achieve an interior day-night equivalent sound level of 45 dBA. The noise report recommended installation of windows with a minimum Sound Transmission Class (STC) rating of 38.0 for all rooms facing Market Street.

During the review of the building permit application, the DBI would check project plans for compliance with applicable noise standards. Compliance with applicable noise standards would ensure that project-related impacts from exposure of building residents to ambient noise and project-related operational noise would result in less-than-significant impacts.

---

<sup>29</sup> San Francisco Planning Department, 2004. San Francisco General Plan, Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise. Last amended December 2, 2004. Available online at: [www.sf-planning.org/ftp/general\\_plan/16\\_Environmental\\_Protection.htm](http://www.sf-planning.org/ftp/general_plan/16_Environmental_Protection.htm).

<sup>30</sup> Charles M. Salter Associates, Inc. June 9, 2015. *1699 Market Street Residences Environmental Noise Study*.

The proposed project includes the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise. The operation of this equipment would be required to comply with the standards set forth in Section 2909 of the Noise Ordinance, which would minimize noise from building operations. Therefore, noise impacts related to the proposed project's operation would be less than significant. The proposed building would also not contribute to a considerable increment or to any cumulative noise impacts related to noise from mechanical equipment.

The project site is not in an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, CPE Checklist Topics 5e and 5f above are not applicable.

For these reasons, the proposed project would not result in significant project-specific or cumulative noise and vibration impacts beyond those identified in the PEIR, and no mitigation measures are necessary.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<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 Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter (DPM) during construction of development projects under the Area Plan. The PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels. Market and Octavia PEIR Mitigation Measures E1 and E2 address air quality impacts during construction. All other air quality impacts were found to be less than significant.

**Construction Dust Control**

Market and Octavia PEIR Mitigation Measure E1: Construction Mitigation Measure for Particulate Emissions, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. Subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective

August 29, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. 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, sweeping streets and sidewalks, and other measures.

The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure E1. Therefore, the portion of PEIR Mitigation Measure E1 that addresses dust control is no longer applicable to the proposed project.

### Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District's (BAAQMD) *CEQA Air Quality Guidelines (Air Quality Guidelines)* provide screening criteria<sup>31</sup> 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.

Criteria air pollutant emissions during construction and operation of the proposed project would meet the *Air Quality Guidelines* screening criteria. The proposed project, with a total of 162 dwelling units, is below both the construction screening criterion ("condo/townhouse, general, 240 dwelling units" land use type) and the operational screening criterion ("condo/townhouse, general, 451 dwelling units" land use type).

However, the construction of the proposed project would involve the excavation of approximately 10,000 cubic yards of soil. As a result, the proposed project was subject to a quantitative air quality analysis focused on determining the criteria air pollutant (CAP) emissions associated with the construction of the proposed project.<sup>32</sup> The total CAP emissions from construction equipment were estimated using the California Emissions Estimator Model (CalEEMod) based on the construction phasing schedule provided by the project sponsor. The analysis employed CalEEMod's default settings for the types of equipment used, and the duration of their use, during each phase of construction.

---

<sup>31</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2011, pp. 3-2 to 3-3.

<sup>32</sup> Rachel Schuett, San Francisco Planning Department, *Air Quality Memorandum for the 1699 Market Street Project*. January 7, 2016.

- 1) A 273-day project completion period was assumed, which includes the proposed project's demolition, grading, building construction and architectural coating phases. The project sponsor provided the durations for all phases of demolition and building construction.
- 2) The total construction-related CAP emissions were modeled using CalEEMod.<sup>33</sup> The CalEEMod results were then converted from tons to pounds and divided by the assumed number of working days (273) to yield average daily construction emissions calculation. The average daily emissions were then compared to the (BAAQMD thresholds of significance for construction CAPs.

Table 2 shows the total CAP emissions associated with unmitigated project construction and provides a comparison to the BAAQMD thresholds of significance.

**Table 2 Construction CAP Emissions**

<b>Pollutant<sup>34</sup></b>	<b>Construction Thresholds<sup>35</sup> Average Daily Emissions (lbs./day)</b>	<b>Proposed Project Construction Emissions Average Daily Emissions (lbs./day)</b>
ROG	54	27.21
NO <sub>x</sub>	54	24.29
PM <sub>10</sub>	82 (exhaust)	1.43
PM <sub>2.5</sub>	54 (exhaust)	1.36
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	San Francisco Construction Dust Control Ordinance (Ordinance No. 176-08) applies to the proposed project

As shown in Table 2, the proposed project's unmitigated daily construction-related CAP emissions would not exceed BAAQMD thresholds of significance. Therefore, the proposed project would not result in any significant project-specific or cumulative impacts related to criteria air pollutants beyond those identified in the Market and Octavia PEIR, and no additional mitigation measures are necessary.

### Health Risk

Subsequent to certification of the Market & Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 7, 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 an APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. Projects within the APEZ, such as the proposed project, require special

<sup>33</sup> Rachel Schuett, San Francisco Planning Department, *Air Quality Memorandum for the 1699 Market Street Project*. January 7, 2016. The CalEEMod output (report) is included in Attachment B.

<sup>34</sup> ROG: reactive organic gases; NO<sub>x</sub>: nitrogen oxides; PM<sub>10</sub>: inhalable coarse particulate matter; PM<sub>2.5</sub>: fine particulate matter

<sup>35</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011.

consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

### ***Construction***

The project site is within an identified APEZ; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. Market and Octavia PEIR Mitigation Measure E2 – Construction Mitigation Measure for Short-Term Exhaust Emissions, requires construction equipment to be maintained and operated so as to minimize exhaust emissions of particulates and other pollutants.<sup>36</sup> Implementation of the proposed project would require diesel construction equipment. Thus, in accordance with the Market and Octavia PEIR requirements, the project sponsor has agreed to implement PEIR Mitigation Measure E2 as Project Mitigation Measure 2, which would reduce exhaust emissions from construction equipment. Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2 - Construction Air Quality. The full text of the mitigation measure is provided in the Mitigation Measures Section below.

### ***Siting Sensitive Land Uses***

For sensitive-use projects within an APEZ, such as the proposed project, Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the DPH 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 DBI will not issue a building permit without written notification from the Director of the DPH that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with Article 38, the project sponsor has submitted an initial application for an Enhanced Ventilation Proposal to the DPH.<sup>37</sup> The regulations and procedures set forth in Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore, impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

### ***Siting New Sources***

The proposed project would not generate more than 10,000 vehicle trips per day, more than 100 truck trips per day, or more than 40 refrigerated truck trips per day. In addition, the proposed project would not include a backup diesel generator or other sources that would emit DPM or other TACs. Therefore, the proposed project would have no impacts related to introducing new sources of air pollutants.

### **Conclusion**

For these reasons, the proposed project would not result in significant air quality impacts beyond those identified in the PEIR.

---

<sup>36</sup> Mitigation Measure E2 is Mitigation Measure 5.8.B in the Market and Octavia PEIR.

<sup>37</sup> *Application for Article 38 Compliance Assessment, 1699 Market Street*, submitted October 1, 2015.



<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
<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"/>

The State CEQA Guidelines were amended in 2010 to require an analysis of a project’s greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007 and therefore did not analyze the effects of GHG emissions. In addition, the BAAQMD has prepared guidelines that provide methodologies for analyzing air quality impacts under CEQA, including the impact of 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 emissions are less than significant. The following analysis is based on BAAQMD and CEQA guidelines for analyzing GHG emissions. As discussed below, the proposed project would not result in any new significant impacts related to GHG emissions.

**PROPOSED PROJECT**

San Francisco’s *Strategies to Address Greenhouse Gas Emissions* <sup>38</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 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,<sup>39</sup> exceeding the year 2020 reduction goals outlined in the BAAQMD’s *Bay Area 2010 Clean Air Plan*,<sup>40</sup> Executive Order S-3-05,<sup>41</sup> and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>42,43</sup> In addition, San Francisco’s GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under

<sup>38</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>39</sup> ICF International, *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*, January 21, 2015. Available at [http://sfenvironment.org/sites/default/files/fliers/files/icf\\_verificationmemo\\_2012sfcommunityinventory\\_2015-01-21.pdf](http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfcommunityinventory_2015-01-21.pdf), accessed March 16, 2015.

<sup>40</sup> Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

<sup>41</sup> Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <http://www.pcl.org/projects/2008symposium/proceedings/Coatsworth12.pdf>, accessed March 16, 2016.

<sup>42</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 March 3, 2016.

<sup>43</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.

Executive Orders S-3-05 and B-30-15.<sup>44,45</sup> Therefore, projects that are consistent with San Francisco's 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 proposed project would increase the intensity of use of the site by replacing the existing one-to-two-story 22,170-square-foot commercial/light industrial building with 12 parking spaces with a nine-story mixed-use residential building with 162 residential units, 4,588 square feet of ground-floor retail and 97 parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial 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, and waste disposal wood burning, and use of refrigerants.

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, bicycle parking and shower and locker requirements, and car sharing requirements would reduce the proposed project's transportation-related 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, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.<sup>46</sup> Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>47</sup> and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning

---

<sup>44</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>45</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.

<sup>46</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

<sup>47</sup> Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).<sup>48</sup> Thus, the proposed project was determined to be consistent with San Francisco’s GHG reduction strategy.<sup>49</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 the above reasons, the proposed project would not result in significant impacts that were not identified in the Market & Octavia PEIR and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>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 Market and Octavia PEIR determined that new construction developed under the Area Plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level winds. PEIR Mitigation Measure B1: Buildings in Excess of 85 Feet in Height,<sup>50</sup> and PEIR Mitigation Measure B2: All New Construction,<sup>51</sup> identified in the PEIR, require individual project sponsors to minimize the wind effects of new buildings developed under the Area Plan through site and building design measures. The Market and Octavia PEIR concluded that implementation of PEIR Mitigation Measures B1 and B2, in combination with existing Planning Code requirements, would reduce both project-level and cumulative wind impacts to less-than-significant levels. Because of the height of the proposed approximately 85-foot-tall building (approximately 105 feet tall with mechanical penthouse), PEIR Mitigation Measure B1 would apply to the proposed project. In addition, PEIR Mitigation Measure B2, which applies to all new construction, would apply to the proposed project. To determine project compliance with these mitigation measures, a pedestrian wind assessment was prepared for the proposed project by a qualified wind consultant.<sup>52</sup> The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, to

<sup>48</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>49</sup> San Francisco Planning Department, *Greenhouse Gas Compliance Checklist*, 1699 Market Street, January 13, 2016.

<sup>50</sup> Mitigation Measure B1 is Mitigation Measure 5.5.B1 in the Market and Octavia PEIR.

<sup>51</sup> Mitigation Measure B2 is Mitigation Measure 5.5.B2 in the Market and Octavia PEIR.

<sup>52</sup> Environmental Science Associates, February 8, 2016. *Potential Wind Effects of Proposed Mixed Use Residential Project*, 1699 Market Street, San Francisco, CA.

evaluate the proposed project's compliance with PEIR Mitigation Measures B1<sup>53</sup> and B2<sup>54</sup>, and to determine whether any additional analysis (including wind tunnel testing) would be required.

**Potential Wind Effects.** The wind assessment included a discussion of how prevailing winds would strike each of the project building facades and concluded that, based on prevailing wind speeds and directions and the angle at which they would strike the buildings, the proposed project would not likely generate wind hazards, although increases in wind speeds may be noticeable to pedestrians. More specifically, just as wind speeds currently exceed the pedestrian comfort criteria at several locations along Market Street, exceedances of the comfort criteria are expected to continue with the proposed project in place.

**Compliance with PEIR Mitigation Measures.** The wind assessment provides an analysis of whether the project, as proposed, meets the requirements of PEIR Mitigation Measures B1 and B2 and finds the following:

*PEIR Mitigation Measure B1:* The design of the proposed project reduces the exposure of the wide faces of the building to westerly winds and avoids continuous western facing building faces by breaking the overall building design into two towers with a significant gap in between. The design articulates and modulates the southwest, west, and northwest building faces with the courtyard above the second story on the Market Street side and provides substantial setbacks in the west-facing facades (at lower levels).

*PEIR Mitigation Measure B2.* The development of the proposed project would result in small changes to ground level wind speeds, including both increases and decreases. Although pedestrian comfort criteria exceedances are likely to continue to occur, no hazard exceedances are expected. Given that the building design responds to PEIR Mitigation Measure B1 and that changes to existing wind speeds are expected to be minor, the proposed project is consistent with PEIR Mitigation Measure B2.

**Additional Analysis.** Given that no unusual project-related wind impacts are expected to occur, no additional analysis, including wind tunnel testing, would be required.

Overall, the proposed project would not increase the overall number of wind hazard exceedance locations compared to existing conditions and the proposed project would not contribute to an increase in the number of wind hazard locations or hours of hazards criterion exceedance under cumulative-plus-project conditions. Therefore, the proposed project would not have significant wind impacts and would not result in project-specific or cumulative significant impacts related to wind that were not identified in the Market and Octavia PEIR.

For these reasons, the proposed project would not result in any significant project-specific or cumulative wind impacts beyond those identified in the Market and Octavia 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

---

<sup>53</sup> Mitigation Measure B1 is Mitigation Measure 5.5.B1 in the Market and Octavia PEIR.

<sup>54</sup> Mitigation Measure B2 is Mitigation Measure 5.5.B2 in the Market and Octavia PEIR.

that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code Section 295.

The Market and Octavia PEIR analyzed shadow impacts on nearby existing and proposed open spaces under the jurisdiction of the San Francisco Recreation and Park Commission as well as those that are not (the War Memorial Open Space and United Nations Plaza). The Market and Octavia PEIR determined that implementation of the Area Plan would not result in a significant shadow impact on Section 295 open spaces at the program or project level but identified potentially significant shadow impacts on non-Section 295 open spaces. Mitigation Measure A1: Parks and Open Space Not Subject to Section 295,<sup>55</sup> would reduce but may not eliminate significant shadow impacts on the War Memorial Open Space and United Nations Plaza. The PEIR determined that shadow impacts on non-Section 295 open spaces could be significant and unavoidable.

Implementation of the proposed project would result in the construction of an 85-foot-tall building (105 feet with mechanical penthouse). The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The shadow fan analysis prepared by the Planning Department determined that the project as proposed could cast net shadow new shadow on McCoppin Plaza, a newly-created non-Section 295 open space.<sup>56</sup> Therefore, Market and Octavia PEIR Mitigation Measure A1 would be applicable to the proposed project.<sup>57</sup>

A shadow screening study was conducted to assess the full potential extent of the proposed project's shadow within the vicinity of the site throughout the year. The analysis was based on a digital model of the proposed building and the surrounding environs including other existing buildings and infrastructure (including the Central Freeway ramp). The shadow study shows that the proposed project would cast net new shadow on McCoppin Plaza, with the largest shadow occurring at 6:14 am on August 2. At this time, McCoppin Plaza would be almost entirely shaded with existing shadow and the shadow cast by the proposed project. However, all net new shading from the project building would occur only during the spring and summer months, and would entirely recede by 7 am. Given the early hour and the limited time frame it is not expected that net new shadow from the proposed project would significantly affect the use and enjoyment of the park.

The proposed project would also shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. Shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby 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 not be considered a significant impact under CEQA.

---

<sup>55</sup> Mitigation Measure A1 is Mitigation Measure 5.5.A2 in the Market and Octavia PEIR.

<sup>56</sup> McCoppin Plaza is located on the west side of Valencia Street, on a portion of the former McCoppin Street right of way. The property is under the control of the Department of Public Works (DPW) and will not be transferred the Recreation and Parks Department.

<sup>57</sup> Environmental Science Associates, February 8, 2016. *Potential Shadow Effects of Proposed Mixed Use Residential Project, 1699 Market Street, San Francisco, CA.*

For these reasons, the proposed project would not result in significant project-specific or cumulative shadow impacts beyond those identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<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 Market and Octavia PEIR concluded that implementation of the Area 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 related to recreational resources were identified in the Market and Octavia PEIR.

The proposed project would include approximately 16,200 sf of common usable open space provided in the south court (first floor), the north court (first and second floors), and two roof decks and three green roof areas (at roof level, above the ninth floor).<sup>58</sup> This usable open space would help alleviate the demand for recreational facilities.

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts related to recreation beyond those identified in the Market and Octavia PEIR.

<sup>58</sup> Per Planning Code Section 135, if the open space required for the up to 162 residential units is all provided as usable common open space (rather than private open space), 17,237 sf of common open space is required, based on 106.4 sf per unit.

<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
<b>10. UTILITIES AND SERVICE SYSTEMS—</b>				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts on utilities and service systems beyond those identified in the Market and Octavia PEIR.