



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2016-001557ENV-02
Project Address: 188 Hooper Street/1111 8th Street/1140 7th Street
Zoning: PDR-1-D (Production, Distribution and Repair-1-Design)
Art and Design Education Special Use District
58-X Height and Bulk District
Block/Lot: 3808/004, 3820/004
Lot Size: 51,553 square feet, 198,000 square feet
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Daniel Frattin, Reuben, Junius & Rose, 415-567-9000
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PROJECT DESCRIPTION

The project site, which is in Showplace Square/Potrero Hill area, covers two separate blocks, the first bounded by Carolina Street to the north, 8th Street to the west, and Hooper Street to the south; and the second bounded by Hooper Street to the north, 8th Street to the west, Irwin Street to the south, and 7th Street to the east. The project site consists of two parcels on both sides of Hooper Street: Assessor's Block 3808, Lot 004 (188 Hooper Street) and Assessor's Block 3820/004 (1111 8th Street/1140 7th Street). The project site at 188 Hooper Street currently contains four buildings used for graduate programs by the California College of the Arts (CCA, or project sponsor).

The project site at 1111 8th Street contains an existing CCA academic building on the western portion of the lot. The 1140 7th Street portion of the project site is vacant and is currently used for parking. Currently, CCA operates two campuses, one in Oakland and one at the project site in San Francisco. The Oakland campus currently serves about 36 percent of CCA's undergraduate students (about 700 students), about 32 percent of the faculty (195 positions), and about 39 percent of the staff (110 positions). The 188 Hooper Street site contains 17 faculty and administration off-street parking spaces, and there are 195 on-street parking spaces on the street segments bordering the project site.¹ CCA currently operates several shuttle Transbay bus routes between San Francisco and Oakland, as well as local connections within San Francisco. The 188 Hooper Street/1111 8th Street/1140 7th Street project (proposed project) would consolidate both the Oakland and San Francisco campuses at the site of the existing San Francisco campus, through the construction of a student housing project at 188 Hooper Street, and the construction of a new academic building at 1140 7th Street. Minor interior renovations are proposed for the existing building at 1111 8th Street.

¹ These segments include the south side of Channel Street (east of Carolina Street), the east side of Carolina Street (from Channel Street to 8th Street), the east side of 8th Street (from Carolina Street to Irwin Street), the north and south sides of Hooper Street (from 8th Street to 7th Street), the north side of Irwin Street (from 8th Street to 7th Street) and the west side of 7th Street (from Hooper Street to Irwin Street).

188 Hooper Street

At 188 Hooper Street, the student housing project would include demolition of three of the four existing buildings currently used by CCA's graduate programs. In their place, CCA would construct a five-story, approximately 56-foot-tall (approximately 60-foot-tall to the top of the elevator penthouse), approximately 134,000-square-foot housing project with 520 beds in 337 bedrooms within 280 group housing units for CCA students in single, double, triple, and quadruple-occupancy units. The housing would primarily serve lower level undergraduate students, and some upper level undergraduate and/or graduate students. The existing 24,000-square-foot graduate center building on the east end of the parcel would remain as is. In addition to the student housing beds on both the ground and upper floors of the building, the student housing project would provide 8,000 square feet of food services (dining hall, which would also be open to the public) on the ground floor, about 12,600 square feet of common areas, including gathering, kitchen, dining, and study spaces, and 1,000 square feet of office space. The building would include solar photovoltaic panels on the roof. The new building would also include 167 Class I² and 27 Class II³ bicycle parking spaces. Interconnected courtyards at the ground level would provide about 11,000 square feet of outdoor space. This includes the existing approximately 20,000-square-foot at-grade shared courtyard, which would be re-landscaped. A 400-square-foot balcony at the fifth floor would provide additional outdoor space. No on-site vehicular parking is proposed. One 77-foot yellow commercial loading zone would be provided on Channel Street, and a second 30-foot loading zone would be provided on Hooper Street. A 25-foot white passenger loading zone would be provided on Carolina Street.

Construction of the 188 Hooper Street building would also include streetscape improvements to the adjacent sidewalks on Channel, Carolina, 8th, and Hooper Streets, elimination of curb cuts, reconfiguration of the adjacent on-street parking, reconfiguration of the intersections of Carolina Street/15th Street/8th Street, and extension of Channel Street to the west, to connect with Carolina Street. The proposed project would excavate to a depth of 3 feet at 188 Hooper Street over an area of 32,500 square feet, for a total amount of excavation of 3,600 cubic yards of soil.

1140 7th Street

At 1140 7th Street, the CCA proposes to construct a new academic building on the vacant portion of the lot at 1111 8th Street/1140 7th Street. The new building would include 125,000 square-feet of arts education space, including studios, design labs, classrooms, and fabrication shops. The structure's base would be two stories, with higher east, west, and north pavilions which would be up to four stories and would be 58 feet tall at its highest roof level (68 feet to the top of the frame holding solar panels, enclosing rooftop HVAC equipment, and other rooftop appurtenances). The roofs of the pavilions would be covered by solar panels, as would the outdoor canopy between 1111 8th Street and 1140 7th Street, and the roof of the open air pavilion. Seven Class I bicycle parking spaces and 26 Class II spaces would be provided at this location. One existing on-street loading space on Irwin Street would be retained, and a new off-street loading space accessed from Irwin Street would be added. No new vehicle parking is proposed.

² Class I bicycle parking spaces are secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees (San Francisco Planning Code Section 155.1).

³ Class II bicycle parking spaces are racks located in a publically-accessible, highly visible location intended for transient or short-term use by visitors, guest, and patrons to the building or use (San Francisco Planning Code Section 155.1).

The 1140 7th Street building would include one on-site truck loading area at the southeast corner of 1140 7th Street site (approximately 10.5 feet wide, 30 feet long, and open above) that would accommodate one single unit 30-foot-long truck. Access to the loading space would be from Irwin Street, via a new 20-foot-wide driveway. Access to the loading dock area and Maker Alley would be provided through a manually operated folding gate, which would generally be left open during CCA's regular shipping and receiving hours (8 a.m. to 4:30 p.m.). Signage (such as "Authorized Personnel Only. No Pedestrian Access") would be installed at the entrance to prohibit students and other general public from accessing the loading area. The project would mount mirrors at the gate to increase truck drivers' vision when exiting the loading dock area. In addition, one 22-foot yellow commercial loading zone would be provided on Irwin Street.

Construction of the 1140 Seventh Street building would also include streetscape improvements to the adjacent sidewalks on Hooper, 8th, and Irwin streets, elimination of curb cuts, and reconfiguration of the adjacent on-street parking. The proposed project would excavate to a depth of 3 feet at 1140 7th Street over an area of 79,500 square feet, for a total amount of excavation of about 8,800 cubic yards of soil.

Project Site Improvements and Construction Schedule

The project would also plant up to 66 new street trees on the sidewalks surrounding the property, and 35 new trees would be planted within the interior of the site, while removing 25 trees. CCA also proposes to include a new landscaped courtyard spanning the length of the property between the new building and the existing 1111 8th Street building, as well as a large open area on the roof of the building between the east, west, and north pavilions. The proposed project would result in the elimination of CCA's Transbay service, which would be reconfigured to provide "last mile" service between the San Francisco campus and existing public transit hubs, such as the Civic Center BART/Muni Station at 9th and Market; shuttles would run approximately four times per day. A new 240-foot-long passenger loading zone would be provided for shuttles, pick-ups, and drop-offs.

The proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. At the same time, the proposed project would maintain the existing 90-degree on-street parking configuration on the north side of Irwin Street, to maximize the supply of public on-street parking in the area. The combination of sidewalk widening while maintaining 90-degree on-street parking would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. A total of 122 on-street parking spaces would remain, which represents a decrease of 73 on-street parking spaces and 17 off-street parking spaces (currently at 188 Hooper Street), for a total decrease of 90 parking spaces.

Construction of the proposed project would take place over a period of approximately 26 months, beginning in early 2019 through spring of 2021. The phasing would be: demolition, grading and deep pile work, foundation and concrete framing, framing and superstructure, interior systems and exterior cladding, followed by interiors, utility connections, site work, and street improvements. Each phase would generally occur first at 188 Hooper Street, followed by 1140 7th Street. The existing on-site parking at 7th Street and Irwin would be used for staging during construction. Total excavation volume at for the proposed project would be approximately 12,400 cubic yards of soil. The buildings would be supported by either torque down or drilled-displacement piles, and pile driving would not occur as part of building construction. No back-up generators are proposed as part of operations of the project.

Transportation-Related Project Variants

The project-level transportation analysis⁴ examined the proposed project (as described throughout this document), and additional variants for the purposes of transportation analysis: a code-compliant project variant and two Irwin Street parking project variants. Each of the variants is analyzed in detail in the project-level transportation study.

Code-Compliant Project Variant

As the proposed project at 188 Hooper Street would not include an on-site freight loading area, and the provision of one off-street freight loading parking space is a Planning Code requirement, the code-complaint variant includes an off-street loading dock. The code-compliant variant would provide an on-site freight loading area at 188 Hooper Street (approximately 12 feet wide, 40 feet long, and 14 feet high), that can accommodate one truck loading space. Access to the loading spaces would be from Channel Street, via a 17-foot wide driveway. Under the code-compliant variant, the up to 80-foot-long on-street commercial loading zone on Channel Street would not be requested.

Irwin Street Parking Project Variants

Under the proposed project, the existing 90-degree on-street parking would be maintained, while the proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. However, this configuration would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. In addition, the 90-degree parking configuration proposed by the project would limit the potential for future widening of the existing sidewalk on the south side of the street. The existing sidewalk is 9.5 feet wide and, in order to comply with the San Francisco Better Streets Plan requirements for Irwin Street, the south sidewalk would be widened to a minimum of 12 feet.

In order to address the effects of future potential changes to the on-street parking configuration on the north side of Irwin Street, the transportation study also analyzed two additional parking variants to allow flexibility for implementing potential future changes to the south side sidewalk on Irwin Street. These two variants include the following:

Irwin Street Diagonal Parking Variant

This variant would provide a 30-degree parking configuration for the north side of the street, resulting in a total travel lane width of approximately 23.5 feet, about 2 feet wider than existing. A total of 34 on-street parking spaces would be provided on the north side of Irwin Street, less than one half the number of on-street spaces that would remain under the proposed project (71 spaces). The existing two on-street 90-degree commercial loading spaces located in front of the academic building shipping and receiving entrance at 450 Irwin Street would be maintained, but reconfigured for diagonal parking. The parking configuration on the south side of the street would remain unchanged, compared to the existing conditions or the proposed project.

Irwin Street Parallel Parking Variant

This variant would provide a parallel parking configuration for the north side of the street, resulting in a total travel lane width of approximately 31.5 feet, about 10 feet wider than existing. A total of 29 on-street parking spaces would be provided on the north side of Irwin Street, 45 fewer spaces than would be

⁴ Advant Consulting, *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 8, 2018.

provided under the proposed project. The parking configuration on the south side of the street would remain unchanged, compared to the existing conditions or the proposed project.

Other than the on-street parking changes described above for the north side of Irwin Street, the two Irwin Street parking variants would be identical to the proposed project.

As the three project variants would only affect transportation and circulation, they are only evaluated in the Transportation and Circulation section below.

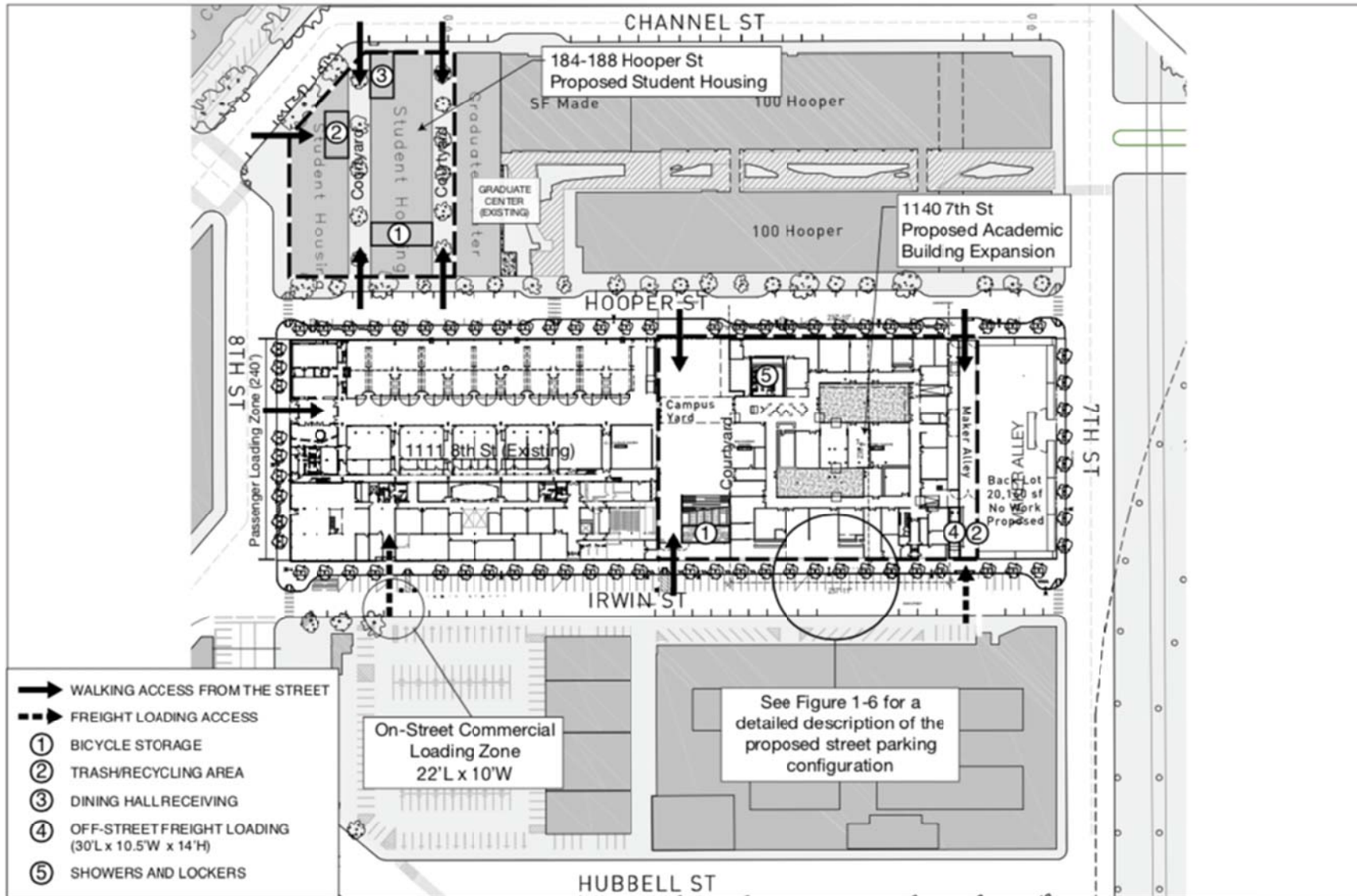
Figure 1 on page 6 shows the project location. Figures 2 through 10 on pages 7 through 15 show site plans, floor plans, and elevations for both new buildings at 188 Hooper Street and 1140 7th Street. Figure 11 on page 16 shows the project variants along Irwin Street. Figure 12 on page 17 shows the loading dock area at 1140 7th Street.



Figure 1. Location Map, 188 Hooper Street, 1111 8th Street and 1140 7th Street

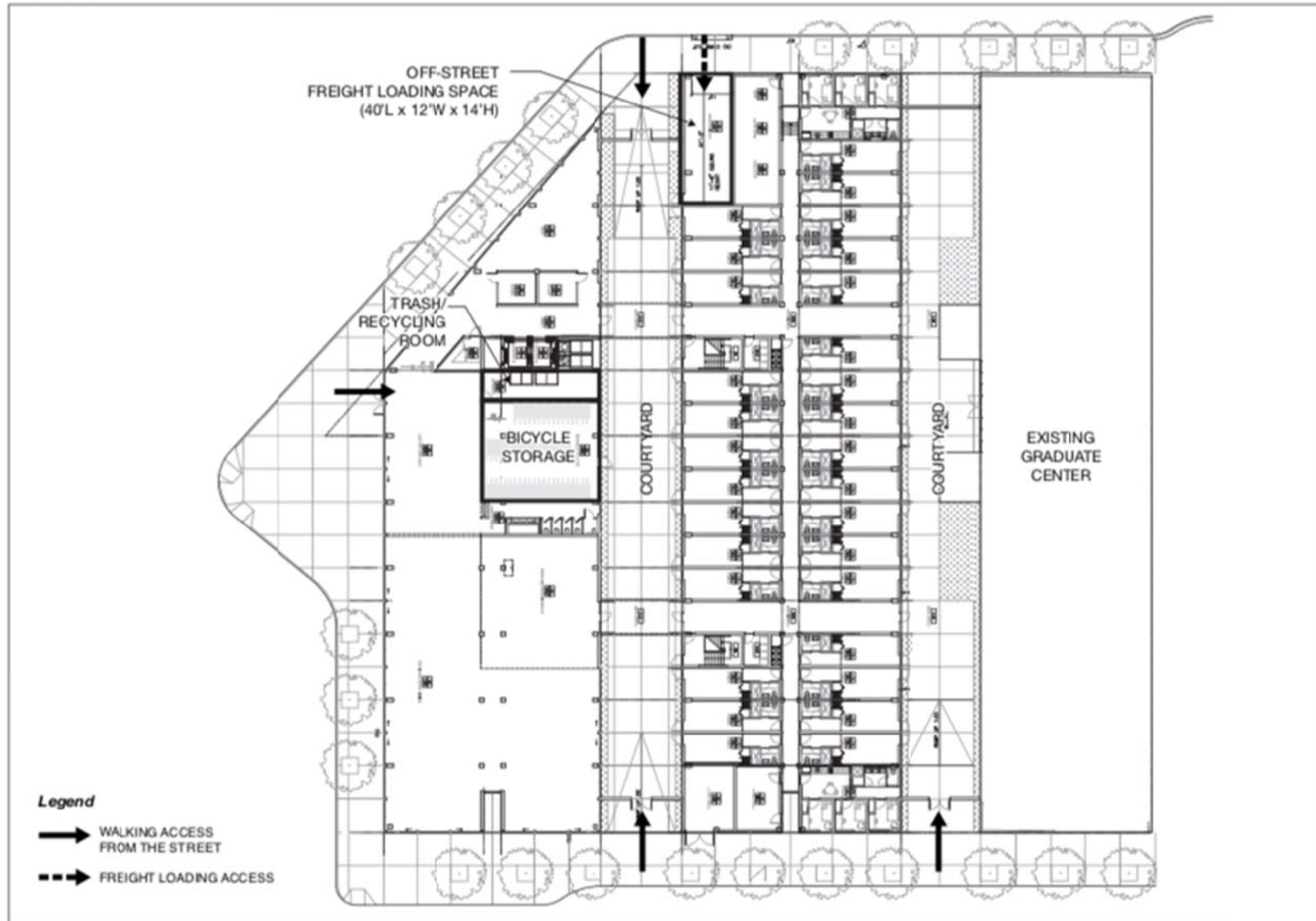


Figure 2. Site Plan



SOURCE: California College of the Arts

Figure 3. Site Plan—Loading



SOURCE: California College of the Arts

Figure 4. 188 Hooper Street Site Plan

GROUND FLOOR PLAN

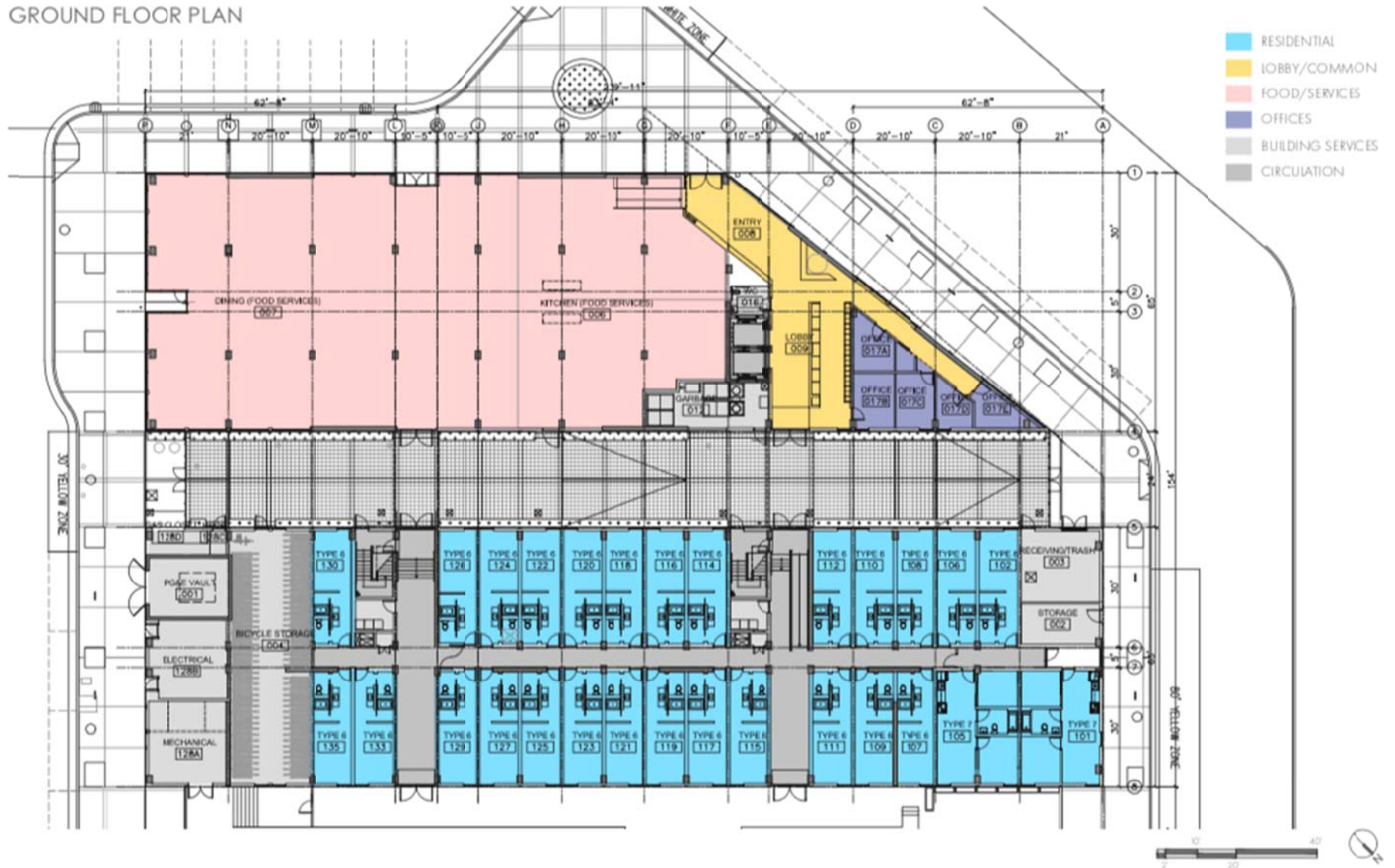


Figure 5. 188 Hooper Street Ground Floor Plan

FLOOR PLAN

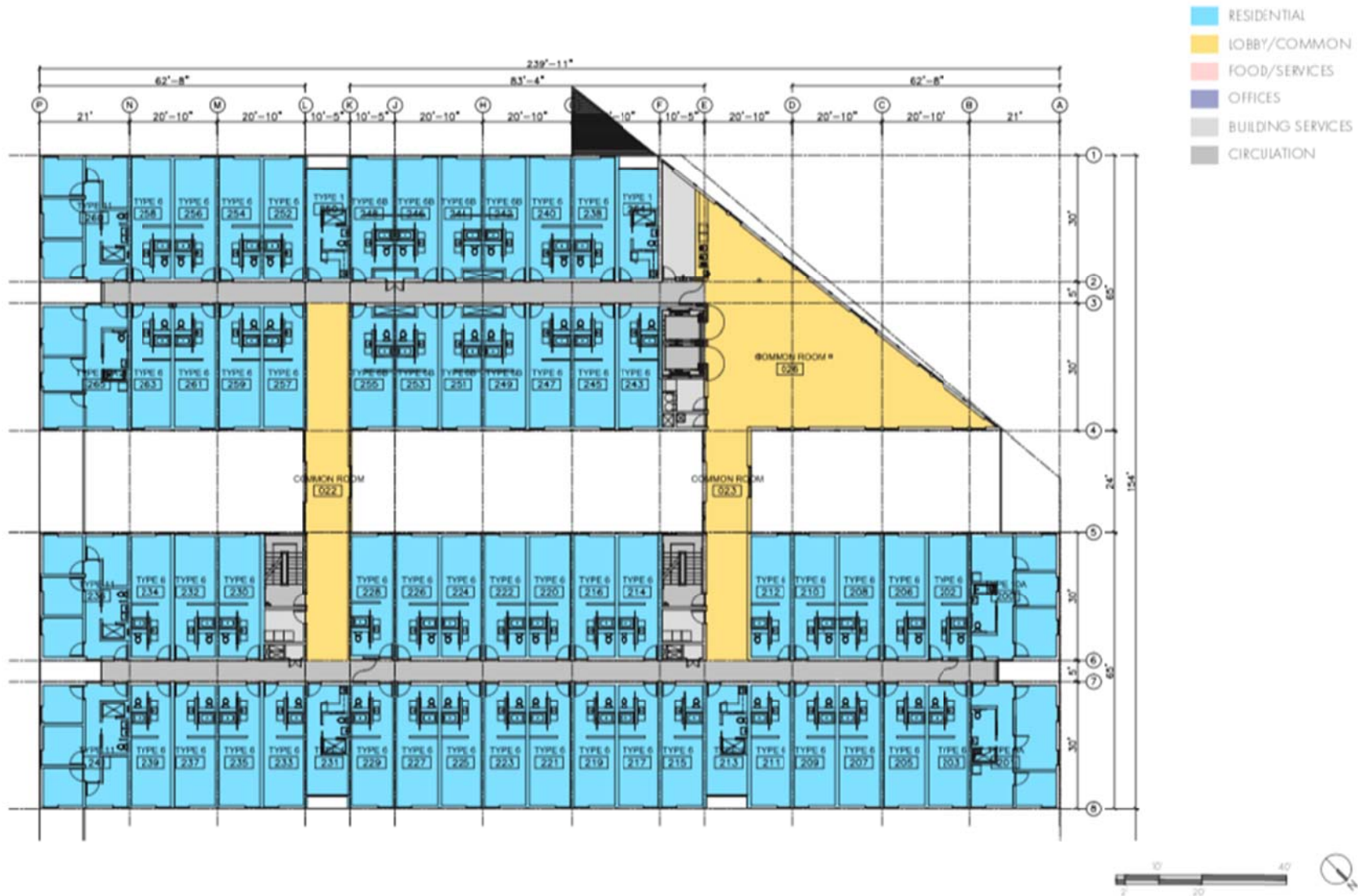


Figure 6. 188 Hooper Street Typical 2nd through 5th Floors

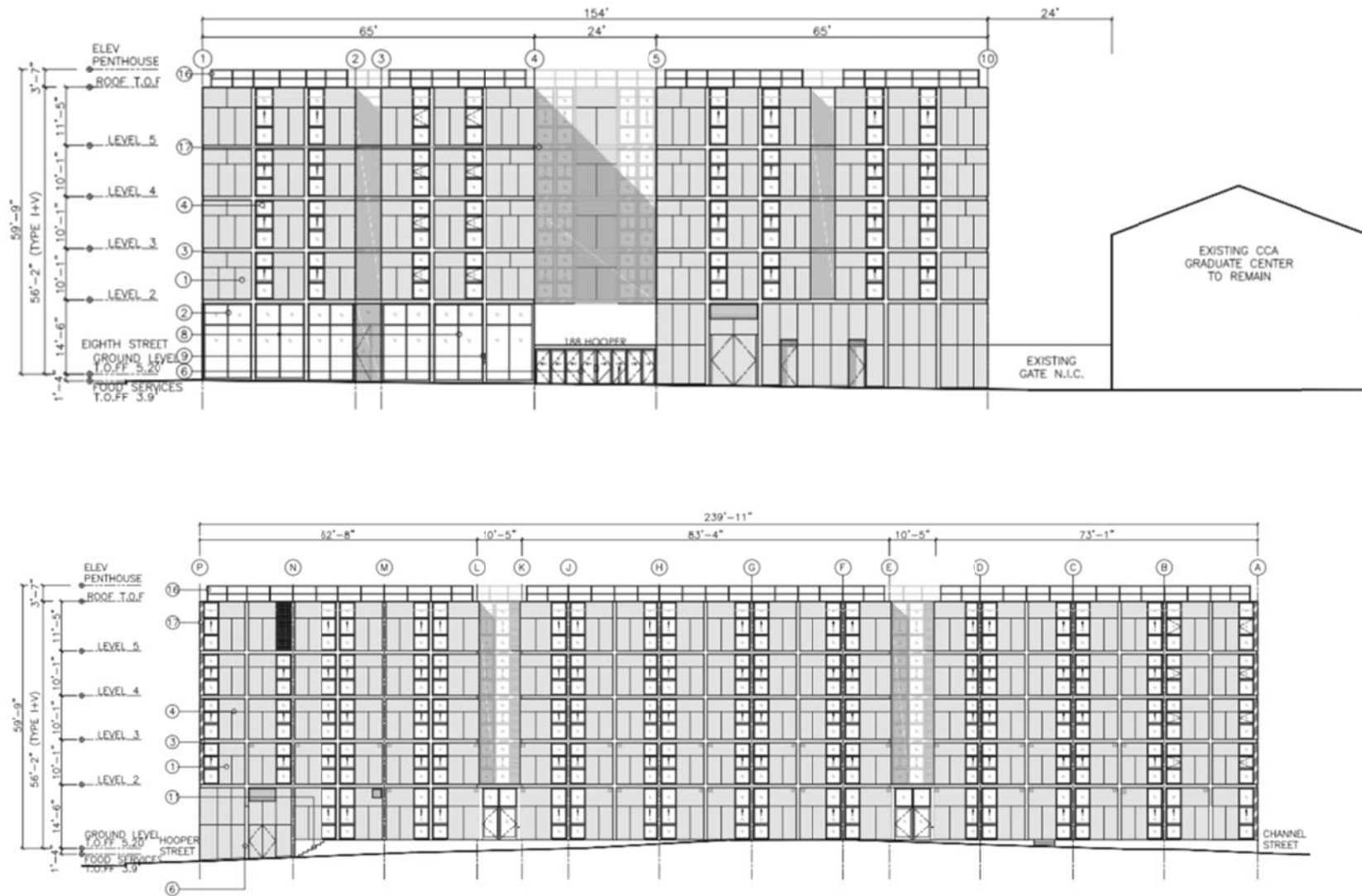


Figure 7. 188 Hooper South (Top) and East Elevations

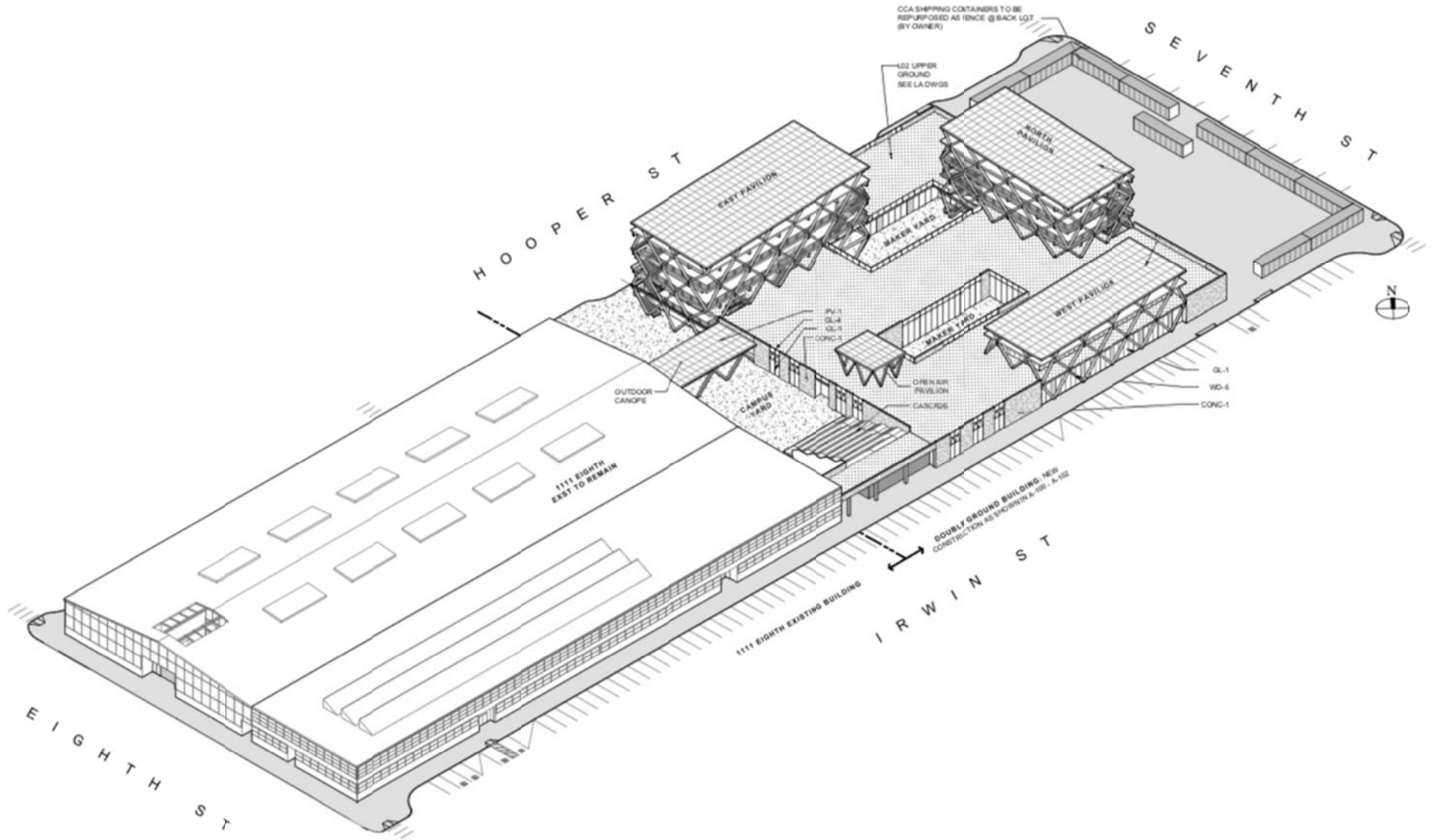


Figure 8. 1140 7th Street 3-D View

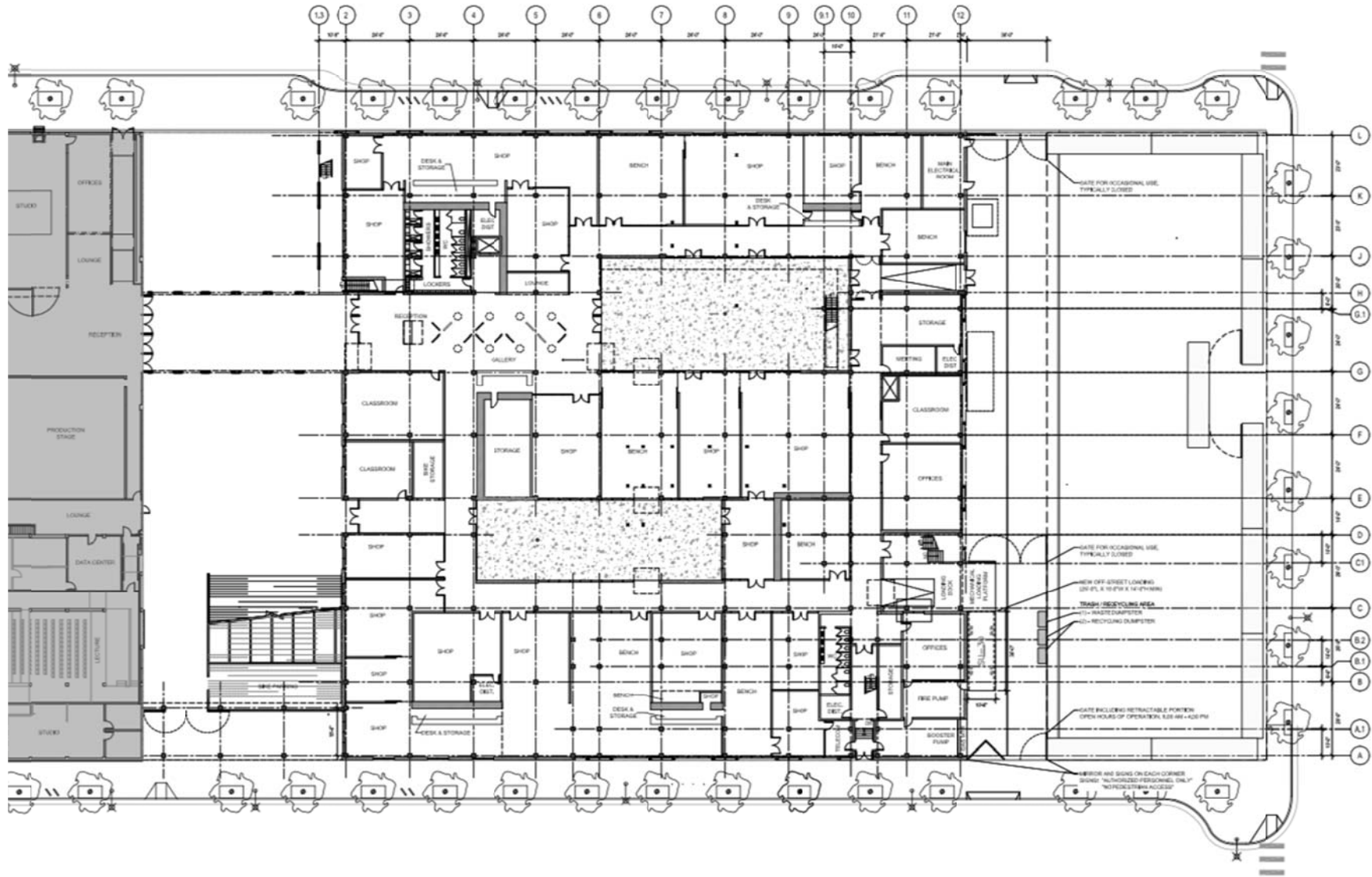


Figure 9. 1140 7th Street Ground Floor Plan

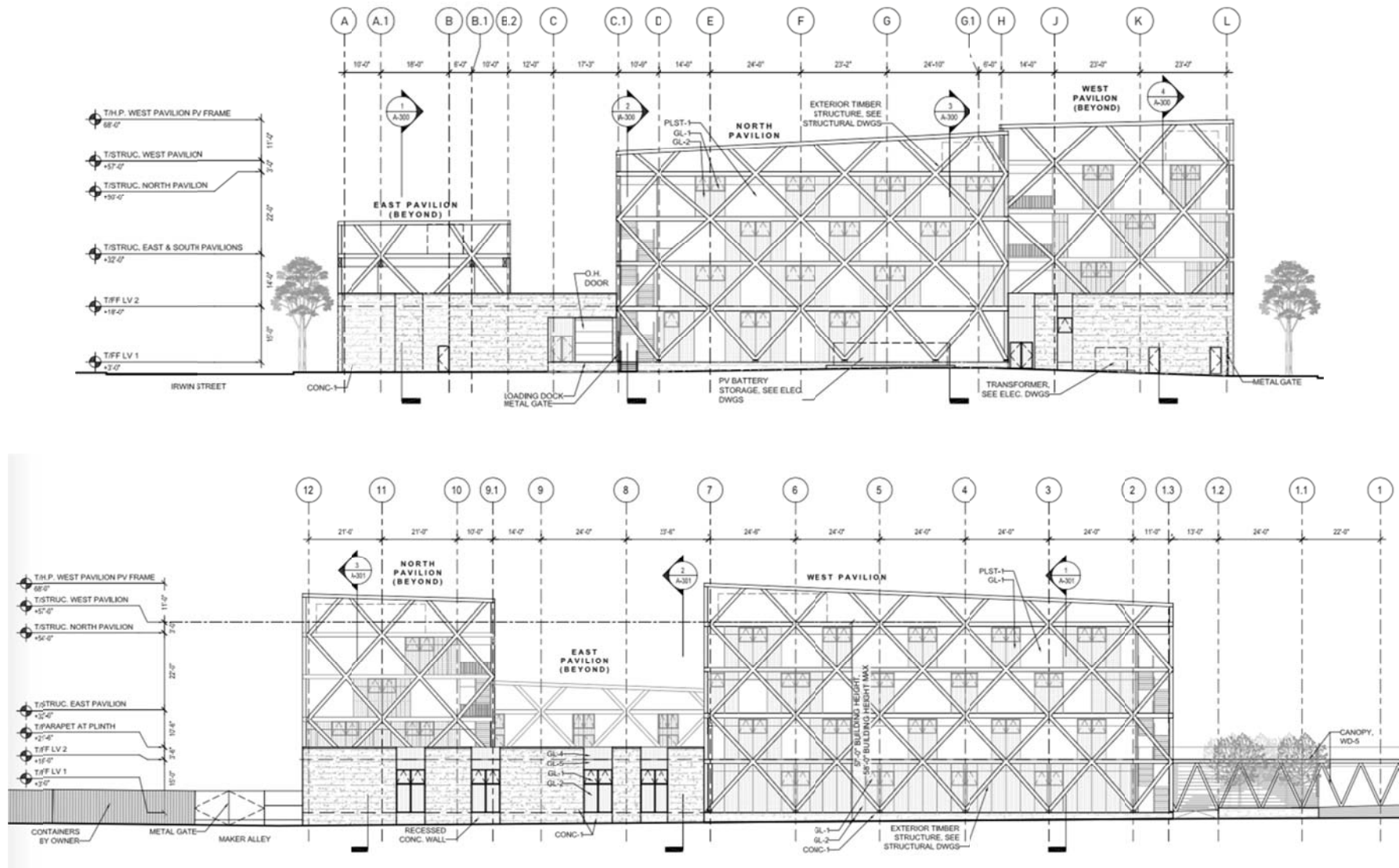
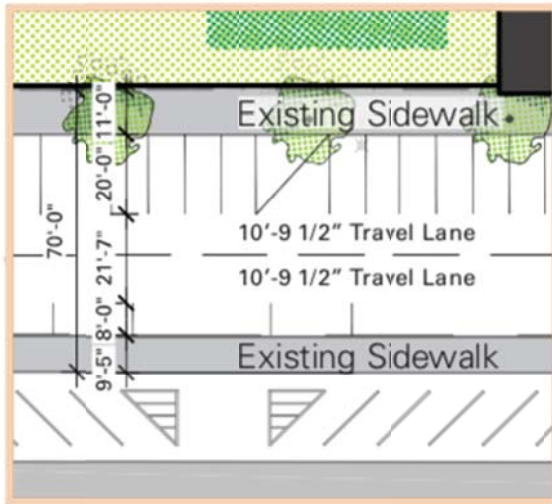
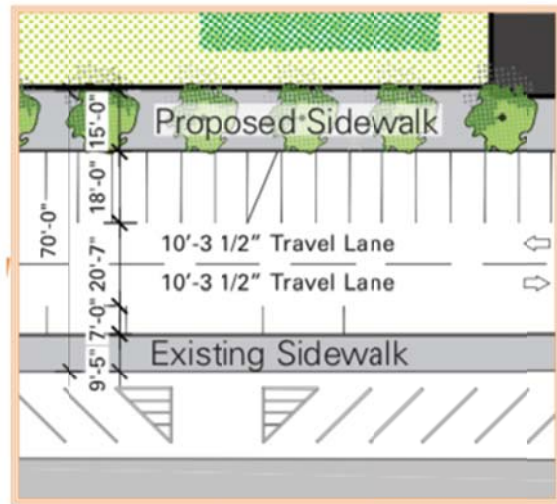


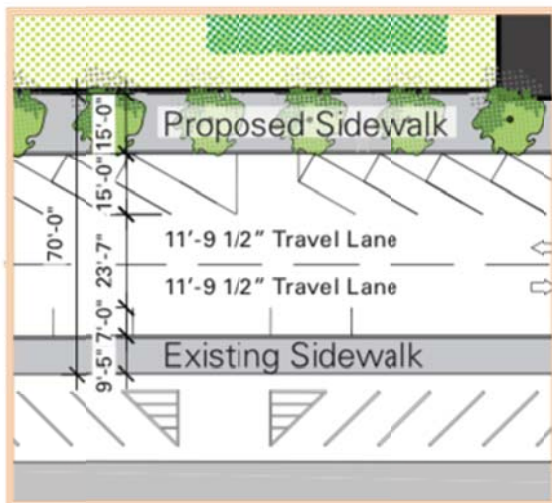
Figure 10. 1140 7th St. Northeast (Top) and Northwest Elevations



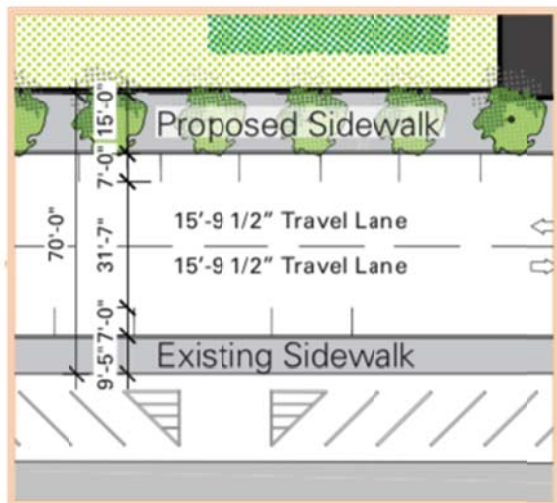
Existing Conditions



Proposed Project
Perpendicular Parking

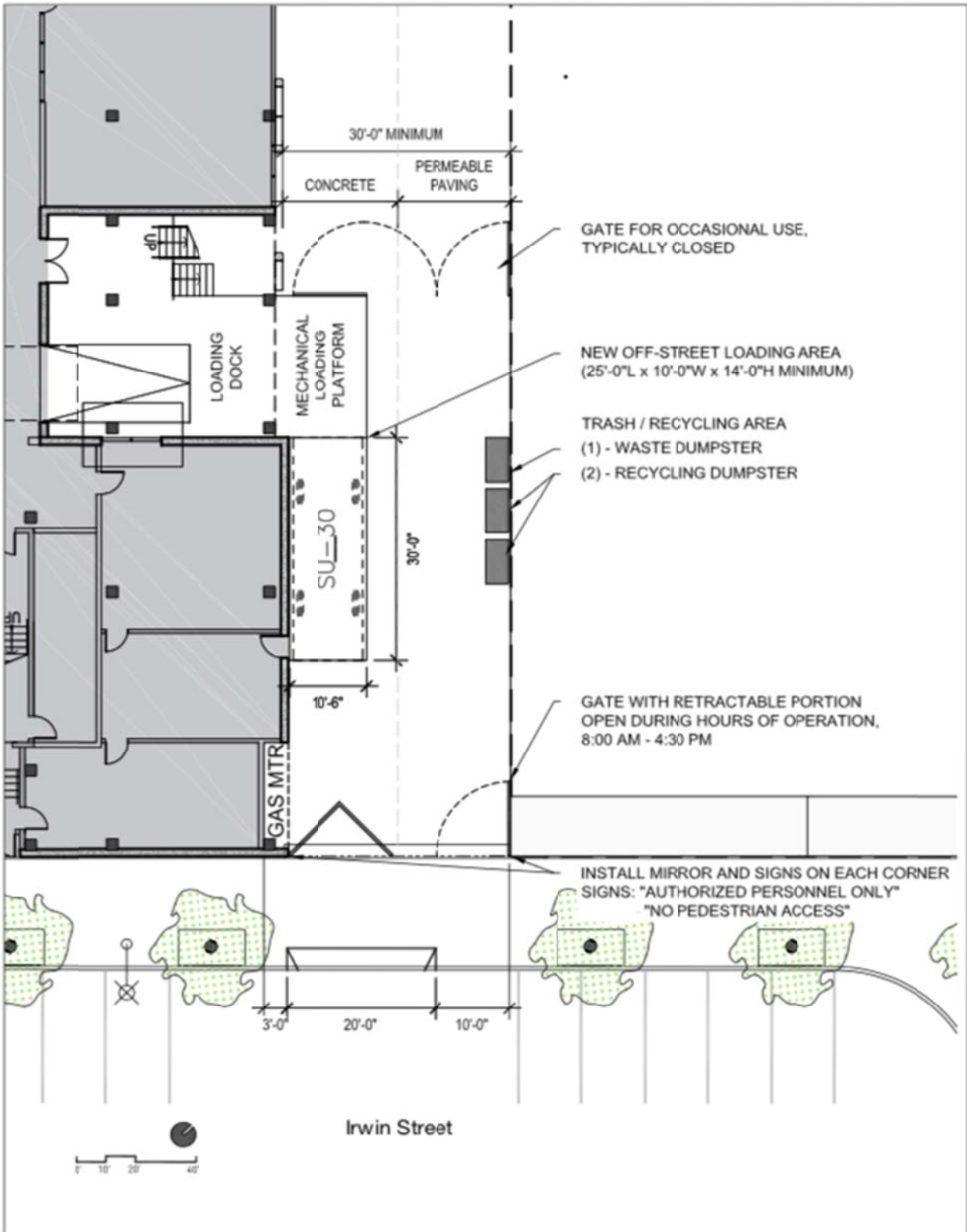


Irwin St. Project Variant #1
Diagonal Parking



Irwin St. Project Variant #2
Parallel Parking

Figure 11. On-Street Parking: Existing, Proposed, and Irwin Street Variants



SOURCE: Studio/Gang

Figure 12. Loading Dock Area at 1140 7th Street

PROJECT APPROVAL

The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project would require the following approvals:

Actions by the Planning Commission

- Conditional Use Authorization for a Planned Unit Development (CUA-PUD) pursuant to Planning Code Sections 303 and 304 at 1140 7th Street and 188 Hooper Street. Under the CUA-PUD, the project is seeking an exception to the Planning Code requirement for street frontage-ground floor ceiling height (Planning Code Section 145.5), to permit construction of a new academic building with a first floor height of 15.5 feet at 1140 7th Street, and an exception to the use size limit for retail sales and service uses (Planning Code Section 210.3) for food services at 188 Hooper Street.
- Large Project Authorization pursuant to Planning Code Section 329 for projects in Eastern Neighborhoods Mixed Use Districts involving a net addition or new construction of more than 25,000 square feet for 188 Hooper Street. Under the LPA, the project is seeking an exception to the Planning Code requirements for rear yard (Planning Code Section 134), street frontage (Planning Code Section 145.1), off-street loading (Planning Code Section 152.1), and mid-block alley (Planning Code Section 270.2).

Actions by other City Departments

- Demolition and Building Permits (Department of Building Inspection) for the demolition of three of the existing buildings at 188 Hooper Street, and construction of new buildings at 188 Hooper and 1140 7th streets
- Approval of proposed new and reconfiguration of existing passenger loading/unloading zones (San Francisco Municipal Transportation Agency's color curb program)
- Site Mitigation Plan per Article 22A of the Health Code (Maher Ordinance) (Department of Public Health)
- Dust Control Plan per Article 22B of the Health Code (Department of Public Health)

The CUA-PUD is the Approval Action by the Planning Commission for both 188 Hooper Street and 1140 7th Street. The Large Project Authorization is the Approval Action by the Planning Commission for 188 Hooper Street. The approval action date (of either approval action) establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed 188 Hooper Street/1111 8th Street/1140 7th Street project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).⁵ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the

⁵ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

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

The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project would include construction of a 520-bed student housing building and an 8,000-square-foot dining hall as part of the student housing project at 188 Hooper Street; approximately 125,000 square feet of arts education space at 1140 7th Street; internal renovations at 1111 8th Street; and other public realm improvements. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

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

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “Automobile Delay and Vehicle Miles Traveled” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).

- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2015 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

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

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

The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project meets each of the above three criteria and thus, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁶ Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, OPR published for public review and comment a [*Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*](#)⁷ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of

⁶ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 184-188 Hooper Street/1111 8th Street/1140 7th Street, May 23, 2018. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001557ENV-02.

⁷ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

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 transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

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

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project would not remove any existing PDR uses and would therefore not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the Arts and Design Educational Special Use District located in the PDR-1-D District, is consistent with the development density as envisioned in the PDR-1-D District, and is consistent with the development density as envisioned in the Showplace Square/Potrero Hill Plan Area of the Eastern Neighborhoods.⁸⁹

The Art and Design Educational Special Use District (SUD) is intended to facilitate the continued operation of the California College of the Arts campus and principally permits postsecondary educational institutional uses as of right, and the SUD exempts such use from use size limitations. The Art and Design Educational Special Use District permits student housing as defined in Planning Code Section 102. Student housing projects within the special use district must apply the development standards applicable in the (UMU) Urban Mixed Use District. The total number of beds on all parcels within the special use district shall not exceed 750. The project would not exceed the applicable 58-foot height limit, nor would any rooftop features such as open space features, skylights, mechanical screens, and stair and elevator penthouses. As an extension of an existing use of a design school and student housing, the project is permitted in the Arts and Design Educational Special Use District located in the PDR-1-D District, and is consistent with the bulk, development density, and land uses as envisioned in the Showplace Square/Potrero Hill Plan Area of the Eastern Neighborhoods.

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the proposed project would not result in

⁸ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 188 Hooper Street/1111 8th Street/1140 7th Street, August 16, 2017.

⁹ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 188 Hooper Street/1111 8th Street/1140 7th Street, September 7, 2017.

significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans: “would induce substantial growth and concentration of population in San Francisco.” The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide

some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines sections 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as “blight” or “urban decay” have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts “shall not be considered a significant effect” per CEQA Guidelines section 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socio-economic effects would result in significant adverse physical impacts on the environment.

The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project would construct a 520-bed student housing building and an 8,000 square foot dining hall as part of the student housing project at 188 Hooper Street; approximately 125,000 square feet of arts education space at 1140 7th Street; internal renovations at 1111 8th Street; and other public realm improvements. These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

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

<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>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

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

The proposed project would demolish three of four existing buildings at 188 Hooper Street, which are categorized as Class C, or no historic resource present/not age eligible. The new construction of the 1140 7th Street building would be on a vacant portion of the lot, and would not affect a historic resource. The existing building at 1111 8th Street (450 Irwin Street) was evaluated as part of the Showplace Square Historic Resource Survey, and was considered to be a potential historic resource. The proposed project would include only minor interior renovations to the existing building at 1111 8th Street, and would not affect the exterior of the building or its potential resource status. In addition, there are no historic districts located on the project site. As such, the project would not impact historic resources or a historic district. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

At 188 Hooper Street, the proposed project would involve excavation to a depth of 3 feet over an area of 32,490 square feet, resulting in an excavation of up to 3,600 cubic yards. At 1140 7th Street, the proposed project would involve excavation to a depth of 3 feet over an area of 79,500 square feet resulting in an excavation of up to 8,833 cubic yards. The project site is located in the Archeological Mitigation Zone J-2: Properties with No Previous Studies of the Eastern Neighborhoods PEIR, so PEIR Mitigation Measures J-2 is applicable to the proposed project.¹⁰ PEIR Mitigation Measure J-2 states that any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department’s archeologist conducted a preliminary review of the project site in conformance with the study requirements of Mitigation Measures J-2, and found the Planning Department’s third standard archeological mitigation measure (archeological testing) would apply to the proposed project.¹¹ The preliminary archeological review and its requirements for archeological testing are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods PEIR. PEIR Mitigation Measures J-2 is identified as Project Mitigation Measure 1: Archeological Testing and is discussed in the Mitigation Measures section below.

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

<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>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁰ San Francisco Planning Department, Preliminary Archeological Review: 184-188 Hooper Street. Reviewed August 25, 2017.

¹¹ Ibid.

<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>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

Accordingly, the planning department conducted a project-level transportation study of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.¹² Based on this project-level study, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, these impacts were found to be significant and unavoidable.

As discussed above under “Automobile Delay and Vehicle Miles Travelled”, 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 Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

The Eastern Neighborhoods 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.

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

¹² Advant Consulting, *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 8, 2018.

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.^{13,14}

For residential development (consistent with student housing), the existing regional average daily VMT per capita is 17.2.¹⁵ For office development (consistent with academic use), regional average daily work-related VMT per employee is 19.1. For retail development (consistent with dining hall use), regional average daily retail VMT per employee is 14.9.¹⁶ Average daily VMT for all three of these land uses is

¹³ 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.

¹⁴ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹⁵ Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

¹⁶ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the two transportation analysis zones in which the project site is located, 572 and 573.

Table 1: Daily Vehicle Miles Traveled

Land Use	Existing				Cumulative 2040			
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 572 (1140 7 th St)	TAZ 573 (184-188 Hooper St)	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 572 (1140 7 th St)	TAZ 573 (184-188 Hooper St)
Households (Residential) ^a	17.2	14.6	N/A*	4.3	16.1	13.7	N/A*	2.9
Employment (Office) ^b	19.1	16.2	11.7	N/A*	17.0	14.5	9.2	N/A*
Employment (Retail) ^c	14.9	12.6	N/A*	10.5	14.6	12.4	N/A*	9.8

*Note: Not applicable, proposed project does not include a use at the location

a. Residential is consistent with student housing.

b. Office is consistent with academic uses.

c. Retail is consistent with dining hall uses.

Sources: Resolution Modifying Transportation Impact Analysis, Attachment E: Screening Criteria for Circulation Analysis and Methodology for Travel Demand Analysis, San Francisco Planning Department, March 2016; Adavant Consulting, *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 8, 2018.

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

For office uses (consistent with academic uses), the project site within TAZ 572 has an existing VMT per employee of 11.7, while the regional average VMT per employee minus 15 percent is 16.2. The future 2040 VMT per employee, for TAZ 572, is projected to be 9.2, while the future regional average VMT per employee minus 15 percent is 14.5. For household use (consistent with student housing use), the project site within TAZ 573 has an existing VMT per person of 4.3, while the existing regional VMT per person

minus 15 percent is 14.6. The future 2040 VMT per person for households is 2.9, while the regional VMT per person minus 15 percent is 13.7. For retail uses (consistent with dining hall use) in TAZ 573, the existing VMT per employee is 10.5, while the existing regional VMT per employee minus 15 percent is 12.6. The future 2040 TAZ VMT per retail employee is 9.8, while the future regional VMT per employee is 12.4.¹⁷ In addition, as the proposed project would construct academic facilities adjacent to student housing, there would likely be a reduction in VMT per capita than is provided in the screening table. Therefore, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant impact.

Trip Generation

The proposed 188 Hooper Street/1111 8th Street/1140 7th Street project would construct a 520-bed student housing building and an 8,000-square-foot dining hall as part of the student housing project at 188 Hooper Street; approximately 125,000 square feet of arts education space at 1140 7th Street; internal renovations at 1111 8th Street; and other public realm improvements. The project would add 174 Class I bicycle spaces and 61 Class II bicycle spaces. No on-site vehicular parking is proposed, and the proposed project would remove approximately 4,000 square feet of parking located at 1140 7th Street.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁸ The proposed project would generate an estimated 3,649 person trips (inbound and outbound) on a weekday daily basis, consisting of 793 person trips by auto, 772 transit trips, 388 external CCA shuttle trips, 619 walk trips, 517 bike trips, and 560 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 334 person trips, consisting of 86 person trips by auto, 67 public transit trips, 32 external CCA shuttle trips, 59 walk trips, 45 bike trips, and 45 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹⁹ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. In compliance with Mitigation Measure E-11: Transportation Demand Management, the Board of Supervisors adopted the Transportation Demand Management, the Board of Supervisors adopted the Transportation Demand Management ordinance

¹⁷ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 184-188 Hooper Street/1111 8th Street/1140 7th Street, May 23, 2018.

¹⁸ Adavant Consulting. *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 2018.

¹⁹ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

(Ordinance 32-17, effective March 2018). Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.²⁰ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

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

The project site is located within a quarter mile of several local transit lines including Muni lines 10, 22, and 55. The proposed project would be expected to generate 772 daily transit trips, including 67 transit trips during the p.m. peak hour (32 inbound to the project site, 35 outbound from the project site). Of the 67 new transit trips, 52 would be to and from destinations within San Francisco, and 15 trips would have their ultimate origin or destination at locations in the East Bay, North Bay, and South Bay. Transit trips to and from the proposed project, including trips to or from the East Bay, North Bay and South Bay, would utilize the nearby Muni routes and transfer to other Muni bus and light rail lines, as well as regional transit services, as appropriate. The transportation analysis assessed the effect of project-generated inbound and outbound trips along north/south and east/west corridors, and found that the addition of 67 weekday p.m. peak hour trips would represent a 4.6 percent increase from existing hourly ridership. Including the increase in ridership from the proposed project, the Muni lines analyzed would have a total use of approximately 50 percent. As such, the proposed project would not result in unacceptable levels of transit service, would not substantially affect the capacity utilization of the local or regional transit routes, or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

²⁰ <http://tsp.sfplanning.org>

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni line 22. The proposed project would not contribute considerably to these conditions as its contribution of 67 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.²¹

Commercial Loading

The proposed project would provide an on-site truck loading area at the southeast corner of 1140 7th Street site (at least 10 feet wide, 25 feet long, and 14 feet in height) that can accommodate one truck loading space. Access to the loading space would be from Irwin Street, via a 20-foot-wide driveway, which would provide access to both the loading dock and the alley through a manually operated folding gate, which would generally be left open during CCA's regular shipping and receiving hours of operation (8 am to 4:30 pm).

Two on-street commercial loading spaces would be provided, one on Channel Street near Carolina Street (7 feet wide by up to 80 feet long, able to accommodate one to two trucks simultaneously), and another on Hooper Street near 8th Street (7 feet wide by 30 feet long, able to accommodate one truck). Both loading zones would be located near the north and south entrances to the building courtyard.

The existing two on-street commercial loading spaces located on Irwin Street, in front of the existing academic building shipping and receiving entrance at 450 Irwin Street would be maintained, but assigned for use by small pickup trucks and vans. Larger vehicles would use the proposed 25-foot-long off-street truck loading area at the 1140 7th Street site.

The uses associated with the proposed project would generate up to 49 new delivery/service vehicle trips per day. The daily delivery/service vehicle trips to the project site correspond to a demand for 2.2 loading spaces during the peak hour and 1.7 spaces during the average hour of loading activities. Thus, under the proposed project, peak loading demand would be accommodated within the proposed one on-site loading space and the two on-street commercial loading zones, on Channel and Hooper Streets.

In summary, because the proposed project peak loading demand would be accommodated within the proposed on-site and on-street commercial loading spaces, and would not create hazardous conditions for traffic, transit, bicyclists, or people walking, the proposed project impacts related to commercial loading would be less than significant.

While the proposed project's commercial loading related transportation impacts would be less than significant, Project Improvement Measure 1 (Management of Off-Street Commercial Activities) would further reduce the proposed project's less-than-significant impacts related to commercial loading.

Passenger Loading

A new passenger loading/unloading zone approximately 7 feet wide by 25 feet long is proposed on Carolina Street, near 8th Street, which would be located in front of the main street entrance to the 188

²¹ Transit data reflects updated transit demand forecasts since the time of the Eastern Neighborhoods PEIR. Therefore, the cumulative condition of 2040 is beyond the date (year 2025) analyzed in the Eastern Neighborhoods PEIR.

Hooper Street building. This all-day passenger loading/unloading zone would accommodate private vehicles dropping off and picking up passengers, as well as taxis and other for-hire vehicles.

In addition, the existing passenger loading/unloading zone on 8th Street, at the front entrance to the proposed academic building, would be reconfigured and expanded from the existing perpendicular configuration (two perpendicular standard spaces, 20 feet wide by 20 feet long) to a parallel parking configuration (seven standard spaces plus one bus space, 240 feet long by 8 feet wide).

The proposed implementation of a new passenger loading/unloading zone on Carolina Street and the reconfiguration and expansion of the existing 8th Street passenger loading zone would require approval at a public hearing at the SFMTA Board. The location of these zones would be reviewed with the SFMTA Color Curb Program staff to confirm that the proposed on-street curb regulations for passenger drop off and pick up are consistent with SFMTA policy.

The proposed project would generate 19 new passenger drop off/pick up vehicles (38 vehicle trips) for academic use during the p.m. peak hour. In addition, the student housing and dining hall uses would generate approximately 10 new passenger drop off/pick up vehicles (20 vehicle trips), during the same period.

Under the proposed project, it is anticipated that there would be up to eight daily two-minute periods when four or five vehicles would arrive simultaneously in front of the proposed academic building. At the same time, the instances when three or fewer vehicles dropping off or picking up passengers simultaneously would represent about 93 percent of all the periods. In addition, one vehicle could generally be expected to arrive at any given time at the 188 Hooper Street site.

Thus, under the proposed project, the peak passenger drop-off/pick-up vehicle demand for the 188 Hooper Street site would be accommodated within the proposed 25-foot long passenger loading zone on Channel Street. Similarly, the expected combined peak passenger drop-off/pick-up vehicle demand for the existing and expansion academic buildings (up to five simultaneous vehicles) would also be accommodated within the passenger vehicle portion (180 feet, about seven vehicles) of the proposed 240-foot long white zone on 8th Street. In addition, CCA and Mission Bay shuttle buses would also arrive and stop in front of the Main Academic Building on a regular basis, using the designated bus shuttle stop portion (60 feet) of the white zone.

Therefore, the 240-foot-long passenger zone being implemented by the proposed project in front of the main academic building entrance would be sufficient to accommodate the expected loading/unloading passenger vehicle and bus shuttle demand, and the proposed project impacts related to passenger loading and unloading activities would be less than significant.

While the proposed project's passenger loading/unloading related transportation impacts would be less than significant, Project Improvement Measure 2 (Monitoring of Passenger Loading/Unloading Activities) would further reduce the proposed project's less-than-significant impacts related to passenger loading/unloading in front of CCA's proposed academic building.

Student Move-In and Move-Out Activities

Student move-in and move-out activities would be expected to occur at the curbs adjacent to the 188 Hooper Street site either on Channel or Hooper Streets, from the proposed on-street commercial loading spaces, via the courtyards.

Student move-in and move-out activities would mostly occur before and after the beginning and end of each school year. Because the student units would be furnished and the amount of space available for each student limited, the majority of the CCA students are anticipated to arrive with few possessions. Student move in would occur over the course of a week in prior to commencement of the fall semester (early September). If necessary due to high demand, prior to the beginning of the school year, the students' move-in dates could be set, and staggered move-in times could be assigned to students. Student move-in and move-out operations would be accommodated primarily within the proposed loading/unloading zones on Channel and Hooper Streets, but CCA could request the temporary allocation of nearby on-street parking spaces at either street to facilitate move-in and move-out operations. Student volunteers or CCA staff could also assist students transport their belongings into the buildings.

Student move-out activities are not anticipated to occur on one specific day. To minimize move-in and move-out operations, students who are returning to the student housing would be able to store their items in the building over the summer.

Therefore, the proposed project impacts related to student move-in and move-out activities would be less than significant.

While the proposed project's loading-related transportation impacts would be less than significant, Project Improvement Measure 3 (Student Housing Move-in and Move-out Plan) would further reduce the proposed project's less-than-significant impacts related to conflicts between student move-in and move-out operations and people walking, bicyclists, and transit.

Construction

Construction staging would occur on the project site, at the planned courtyards, and on the sidewalks adjacent to the project site on Channel, Hooper, and Irwin streets; a portion of the existing CCA parking lot site at 1140 Seventh Street would also be used for staging. The Channel Street connection to Carolina Street would not open until the completion of the project to facilitate construction activities. There would be an average of up to 23 construction trucks traveling to the site on a daily basis in the period of July to August 2019, with the greatest number of construction truck trips (77 to 81 trucks) occurring between May and July 2020, when the exterior finishing work would occur at the 188 Hooper Street, and the base building work would be underway at the 1140 7th Street.

Construction truck traffic would result in a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may slow down traffic. However, these effects would predominantly occur near the site and would be limited in duration. In general, truck travel to the project site from the South Bay would be via the I-280 ramps at Mariposa Street (trucks would travel via 7th, 16th, Mississippi, and Mariposa Street, from the East Bay via the I-80 ramps at 8th Street, and from within San Francisco generally via 16th Street.

There would be a maximum of up to 140 total construction workers per day at both project sites. The trip distribution and mode split of construction workers are not known. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips, which would be substantially lower than the proposed project, would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be less than, those associated with the proposed project, and would be temporary in nature.

Construction workers who drive to the site would cause a temporary parking demand. The time limited parking in the vicinity of the project site limits legal all-day parking by construction personnel, and it is anticipated that not all construction workers would drive to the site, and that those that do would park in nearby surface parking facilities, such as the 1140 Street lot, if available.

Overall, the proposed project would maintain walk circulation and access via detours, and would not require travel lane closures for extended durations that would disrupt or substantially delay vehicles and bicycles traveling on Carolina, 8th, Hooper, or Irwin streets. Furthermore, as described above, construction activities would be required to meet SFMTA rules and guidance so that work can be done safely and with the least possible interference with people walking, bicyclists, vehicles, and transit, and would therefore not result in potentially hazardous conditions. Thus, for the reasons described above, the proposed project construction-related transportation impacts on would be less than significant.

While the proposed project’s construction-related transportation impacts would be less than significant, Project Improvement Measure 4 (Construction Management Plan and Public Updates) would further reduce the proposed project’s less-than-significant impacts related to potential conflicts between construction activities and people walking, bicyclists, transit, and vehicles.

Project Variants

The project-level transportation analysis examined the proposed project (as described throughout this document), and additional variants for the purposes of transportation analysis: a code-compliant project variant and Irwin Street parking project variants. No additional significant impacts were found for each variant, and the implementation of improvement measures described above would further reduce impacts associated with commercial loading, passenger loading, student move-in and move-out activities, and transportation-related construction impacts.

Conclusion

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²² These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

A noise study²³ was prepared for the proposed project that mapped the nearest noise-sensitive uses within a 900-foot radius from the project site,²⁴ evaluated the existing noise environment based on ambient noise measures, and evaluated compliance with applicable noise mitigation measures for both 188 Hooper Street and 1140 7th Street, and is discussed in detail below.

²² Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

²³ Charles M. Salter Associates, Inc. *188 Hooper Street and 1140 7th Street (California College of the Arts), San Francisco, CA: ENP Noise Mitigation Study*, November 9, 2017.

²⁴ These include residences located south of Hubbell Street (south of the project site), and Kaiser Permanente San Francisco Mission Bay hospital, which is located east of the 280 Freeway (across from the project site).

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include impact pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would not include impact pile driving, and would use either torque down or drilled-displacement piles; therefore, Eastern Neighborhoods PEIR Mitigation Measure F-1 would not be applicable. As heavy equipment would be used during construction, Mitigation Measure F-2 would be required to reduce construction noise impacts to a less-than-significant level. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2. See the full text of both noise-related project mitigation measures in the Mitigation Measures Section below.

In addition, all construction activities for the proposed project (approximately 26 months) would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8 p.m. and 7 a.m. unless the Director of PW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 26 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2, which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The acoustical study prepared for the proposed project evaluated expected noise levels from fabrication shop activities at 1140 7th Street, the noisiest of which would be saws and hammering, and rooftop mechanical equipment at 188 Hooper and 1140 7th streets, against the requirements of section 2909(d) of the Noise Ordinance. Fabrication-generated noise levels at noise-sensitive receptors were found to meet the criterion of 45 dB for noise-sensitive receptors without additional noise reduction measures. The rooftop mechanical equipment was also found to meet the criterion of 45 dB for noise sensitive receptors without additional noise reduction measures. Regarding traffic noise, an approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The transportation study evaluated traffic volumes at six intersections. The

intersection with the highest traffic volume increase as a percentage would occur along Hooper Street west of 7th Street, where weekday p.m. peak hour traffic volumes would increase from 66 vehicles per hour to 102 vehicles per hour. As the project would not cause a doubling in traffic volumes, there would not be a noticeable increase in ambient noise levels in the project vicinity. As the acoustical study prepared for the proposed project found that proposed project would meet the operational noise requirements without mitigation, the proposed project has complied with Mitigation Measure F-5, and the noise impacts resulting from the proposed project would be less than significant.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. The acoustical requirements of Title 24 are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

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

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

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

<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>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²⁶

Construction Dust Control

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

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

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

²⁶ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

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

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment²⁷ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.²⁸

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."²⁹ The Bay Area Air Quality Management District (BAAQMD) prepared updated *2011 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines),³⁰ which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are used by the City.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 26-month period, and would require excavation and hauling of approximately 12,400 cubic yards of soil offsite. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod).³¹ The model was developed, including default data (e.g.,

²⁷ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

²⁸ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011.

²⁹ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

³⁰ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011.

³¹ San Francisco Planning Department. 2018. *CalEEMod Run: CAA Consolidation Project, 188 Hooper Street*. March 2018.

emission factors, meteorology, etc.) in collaboration with California air districts’ staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration. As shown in Table 2, unmitigated project construction emissions would be below the threshold of significance for ROG, NO_x, PM₁₀, and PM_{2.5}. Therefore, emissions of criteria air pollutants during the construction phase would not exceed BAAQMD significance thresholds, and impacts would be less than significant. Based on this, the portion of Eastern Neighborhoods PEIR Mitigation Measure G-1 which requires engines to meet higher emission standards on certain types of construction equipment would not be necessary for the proposed project.

Table 2: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	11.1	33.4	1.4	1.3
Significance Threshold	54.0	54.0	82.0	54.0

Emissions over threshold levels are in **bold**.

Source: BAAQMD, 2011; San Francisco Planning Department, 2018

Operation

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), and energy usage. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod.³² Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 3. Table 3 also includes the thresholds of significance the City utilizes.

Table 3: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NO _x	PM ₁₀	PM _{2.5}
Project Average Daily Emissions (lbs/day)	22.2	46.5	35.8	10.7
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	4.0	8.5	6.5	1.9
Significance Threshold (tpy)	10.0	10.0	10.0	10.0

lbs/day = pounds per day

tpy = tons per year

Source: BAAQMD, 2011; San Francisco Planning Department, 2018

As shown in Table 3, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Eastern

³² Ibid.

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

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

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

Siting New Sources

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

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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**7. GREENHOUSE GAS EMISSIONS—
Would the project:**

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

<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) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Showplace Square/Potrero Hill Plan Area under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E³³ per service population,³⁴ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. 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 an adopted GHG reduction strategy to conclude that the project’s GHG impact is less than significant. San Francisco’s *Strategies to Address Greenhouse Gas Emissions*³⁵ 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 29 percent reduction in GHG emissions in 2016 compared to 1990 levels,³⁶ exceeding the year 2020 reduction goals outlined in the BAAQMD’s *2010 Clean Air Plan*,³⁷ Executive Order S-3-05³⁸, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{39,40} In addition, San Francisco’s GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁴¹ and B-30-15.^{42,43} Therefore, projects that are consistent with

³³ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

³⁴ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

³⁵ 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, accessed March 3, 2016.

³⁶ San Francisco Department of the Environment, *San Francisco’s Carbon Footprint*, May 2018. Available at <https://sfenvironment.org/carbon-footprint>, accessed June 8, 2018.

³⁷ 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.

³⁸ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³⁹ 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, accessed March 3, 2016.

⁴⁰ 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.

⁴¹ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

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 adding approximately 520 beds of student housing and an 8,000 square foot dining hall as part of the student housing project at 188 Hooper Street; approximately 125,000 square feet of arts education space at 1140 7th Street; internal renovations at 1111 8th Street; and other public realm improvements, such as streetscape improvements. 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 institutional operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, transportation management programs, Transportation Sustainability Fee, and bicycle parking 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, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁴⁴ 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 energy⁴⁵ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. The proposed project would result in a net increase of 77 trees. Other regulations, including those limiting refrigerant emissions and the Wood Burning Rule would reduce emissions of

⁴² 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.

⁴³ 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.

⁴⁴ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴⁵ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁴⁶ Thus, the proposed project was determined to be consistent with San Francisco’s GHG reduction strategy.⁴⁷

Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods 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>
8. WIND AND SHADOW – Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 58-foot-tall building at 1140 7th Street (68-foot-tall to the top of the frame holding solar panels and enclosing rooftop equipment) and the proposed 56-foot-tall building at 188 Hooper Street (60-foot-tall to the top of the elevator penthouse) would be taller than the immediately adjacent buildings, they would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 of the Planning Code because certain parks are not subject

⁴⁶ 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.

⁴⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 188 Hooper Street & 1140 7th Street*, October 13, 2017.

to section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would construct a 58-foot-tall building at 1140 7th Street and a 56-foot-tall building at 188 Hooper Street; therefore, the Planning Department prepared a preliminary shadow fan analysis a shadow analysis to determine whether the project would have the potential to cast new shadow on nearby parks.⁴⁸ The preliminary shadow fan showed that the proposed buildings would not cast new shadow on any parks in the area, and therefore, would not generate any significant shadow impacts.

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

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
9. RECREATION – Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to

⁴⁸ San Francisco Planning Department, *Shadow Fan Analysis, 188 Hooper Street & 1140 7th Street*, July 12, 2017.

implement funding mechanisms for an ongoing program to repair, upgrade, and adequately maintain park and recreation facilities to ensure the safety of users.

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

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. As of 2018, two of these open spaces, Daggett Park and In Chan Kaajal Park (formerly 17th and Folsom Park) have both opened and are available for public use. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to “Transportation” section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

The proposed project would provide approximately 9,400 square feet of open space at 188 Hooper Street as part of the student housing project. Approximately 20,000 square feet of open space would be provided in the courtyard between 1111 8th Street and 1140 7th Street, as well as landscaped area between the pavilions on the rooftop of the 1140 7th Street. An approximately 20,200 square foot area at the easternmost end of the lot along 7th Street would remain vacant.

As the proposed project would be consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans and would not degrade existing recreational facilities, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

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

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan (UWMP) in June 2016. The UWMP update includes city-wide demand projections to the year 2040, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

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

Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. PUBLIC SERVICES – Would the project:

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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12. BIOLOGICAL RESOURCES – Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

<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) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

<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>
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13. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<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>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Two geotechnical investigations were prepared for the proposed project.⁴⁹ The results of the field investigation at 188 Hooper Street found four main soil horizons to the maximum depth explored (38 feet). These four horizons consisted of: a surficial horizon of artificial fill consisting of sand, silt, and clay to a depth of 11 to 14 feet; a horizon of soft to medium stiff Bay Mud with a thickness of about 7 to 10 feet;

⁴⁹ Geotechnica Consulting Geotechnical Engineers, *Geotechnical Study: Proposed New Building at CCA Graduate Center 184 Hooper Street, San Francisco, CA*, November 17, 2004; and Geotechnica Consulting Geotechnical Engineers, *Preliminary Geotechnical Assessment Report: Proposed CCA Campus Expansion at 1140 Seventh Street, San Francisco, CA*, January 27, 2017.

a horizon of very stiff silt to silty clay with a thickness of about 5 to 10 feet; and a horizon of dense to very dense silty sand with various amounts of gravel at a depth of 28 to 29 feet. Groundwater surface was estimated at depths ranging from about 10 to 14 feet at the time of the field study. The geotechnical investigation at 188 Hooper Street concluded that the proposed structure could be supported by a grid of conventional shallow footings and grade beams, a reinforced mat foundation, or a pile foundation, and provided recommendations for site preparation and grading, as well as pile depth. The result of the geotechnical investigation at 1140 7th Street were based on a site visit, review of project files for adjacent projects, geological/geotechnical interpretations, and preliminary engineering analyses, and found that there is a potential for settlement at the site, which may vary due to fill thickness and Bay Mud thickness. The proposed building could be supported by pile foundations extending to the bearing sand layer anticipated to be encountered at between depths of about 30 to 40 feet across the site. As noted above in the Project Description, both buildings would use torque-down or drilled-displacement pile foundations. Due to the proposed depth of the piles, it is likely that groundwater would be encountered during pile installation.

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

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

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>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would construct a new student housing building at 188 Hooper Street, an already developed parcel; and would construct a new academic building on 1140 7th Street, which is currently paved and used primarily as a parking lot. Therefore, the proposed project would not increase impervious surfaces on either of the parcels. The installation of street trees along the frontages of the project, as well as landscaping in the courtyard of 188 Hooper Street would lead to a slight decrease in impervious surfaces. As a result, the proposed project would not increase stormwater runoff.

Prior to construction, the proposed project would be also required to submit a Stormwater Control Plan in compliance with the San Francisco Stormwater Management Ordinance and San Francisco Stormwater Design Guidelines. The proposed project would be required to meet applicable performance measure for stormwater runoff rate and volume. During construction, the proposed project would be required to implement best management practices (BMPs) to prevent illicit discharge into the combined sewer system, and would be required to submit an Erosion and Sediment Control Plan and application to the San Francisco Public Utilities Commission.

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

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

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building

materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure 4: Hazardous Building Materials (Mitigation Measure L-1 from the Eastern Neighborhoods PEIR), as outlined below under “Mitigation Measures,” would reduce effects to a less-than-significant level. Because the proposed development includes demolition of three existing buildings at 188 Hooper Street and the renovation of the existing 1111 8th Street building, Mitigation Measure 3 would apply to the proposed project. See full text of Mitigation Measure 3 in the Mitigation Measures Section below.

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily in industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The project site is located within the Article 22 (Maher) area, and would involve approximately 12,433 cubic yards of soil disturbance (3,600 cubic yards at 188 Hooper Street and 8,800 cubic yards at 1140 7th Street). Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

A Phase I ESA determines the potential for site contamination and level of exposure risk associated with the project. In compliance with the Maher Ordinance, the project sponsor has submitted Maher Applications to DPH for each site, and a Phase I ESA⁵⁰ and Phase II ESA⁵¹ have been prepared to assess the potential for site contamination. The Phase I ESA noted that the project site included the Barber Asphalt Paving Company in 1913. In 1949 and 1950, warehouses for chemicals and storage sheds were shown on the property. Based on maps from 1970, 1974, 1984, 1988 and 1990, a chemical warehouse, storage sheds, a warehouse for bus parts, and a chemical storage shed were located on the property. The results of the Phase I site assessment indicate that the most likely contaminants to be present at the project site would be lead and petroleum hydrocarbons in the soil as well as a low potential of

⁵⁰ URS Corporation. 2005. *Phase I Environmental Site Assessment of Property Located at 184 Hooper Street, San Francisco, California*. April 6, 2005.

⁵¹ URS Corporation. 2011. *Phase II Environmental Site Assessment, Former Greyhound Bus Site*.

hydrocarbon-impacted soil and groundwater due to leaks from underground storage tanks from historical contamination from adjacent facilities. The Phase II site assessment includes a soil investigation based on soil samples which were collected to confirm whether areas on the site had shallow contamination sources that had not been previously addressed. The soil quality was found to be indicative of past history of industrial uses, which includes the presence of metals, TPH, VOCs, and PAHs in the upper 8 feet of soil.

The project sponsor has conducted soil and groundwater sampling and analysis for 188 Hooper Street as part of compliance with the Maher Ordinance.⁵² The project sponsor submitted the results of soil sampling and vapor probes, and found exceedances of environmental screening levels for residential uses for trichlorethene (TCE) and perchloroethylene (PCE). The project sponsor submitted a final SMP in May 2018, which included a summary of environmental conditions, an assessment of potential hazards, air monitoring procedures, dust control measures, decontamination procedures, personnel protective equipment requirements, and spill prevention and emergency response procedures. DPH has determined that the final SMP is compliant with the Maher Ordinance.⁵³

The project sponsor would likely be required to conduct soil and/or groundwater sampling and analysis for 1140 7th Street. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a SMP to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

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

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

⁵² San Francisco Department of Public Health, SFHC Article 22A Compliance, California College of the Arts, 184-188 Hooper Street, San Francisco, EHB-SAM Case Number: 624, June 6 2018.

⁵³ Ibid.

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

As the proposed project is located within the Showplace Square/ Potrero Hill Plan Area of the Eastern Neighborhoods Rezoning and Area Plans, and would be required to comply with the energy requirements in Title 24 and the City’s Green Building Ordinance, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

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

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

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

MITIGATION MEASURES

Project Mitigation Measure 1 – Archeological Testing (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure J-2). The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁵⁴ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁵⁵ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted

⁵⁴ The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁵⁵ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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

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

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

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

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

deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who

shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinterment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

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

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

Project Mitigation Measure 2 — Construction Noise (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure F-2). The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:

- Temporary barriers shall be used around the construction sites.
- Noise control blankets shall be used around the construction sites.
- The acoustical consultant shall conduct ongoing monitoring of the effectiveness of noise attenuation measures by taking periodic noise measurements.
- The project sponsor shall post the construction schedule, construction contact, and complaint procedures for affected parties.

Project Mitigation Measure 3 — Hazardous Building Materials (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure L-1). The project sponsor or the project sponsor's Contractor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or di(2-ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed

of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

IMPROVEMENT MEASURES

Project Improvement Measure 1 (Management of Off-Street Commercial Activities) CCA will manage commercial loading/unloading access to the 1140 Seventh Street building's loading dock area located off of Irwin Street. The management of commercial activities will include, but not be limited, to the following:

- CCA commercial operations management will work with regular delivery providers (couriers, shipping, suppliers, etc.) to coordinate their delivery times, and the appropriate use of available on- and off-street facilities (20-foot-long or shorter vans can use the existing on-street commercial loading zones in front of 450 Irwin Street, while larger vehicles will be directed to use the off-street truck loading area at the 1140 Seventh Street building).
- CCA commercial operations management will identify a spotter, also known as a "flagger", to be available when vehicles are entering or exiting the loading dock area at the 1140 Seventh Street building, in order to minimize the potential for conflicts with vehicles, bicycles, and people walking by the loading dock entrance.

CCA will regularly monitor and assess the management of off-street commercial loading activities, and will employ operational methods as needed to manage queueing.

Project Improvement Measure 2 (Monitoring of Passenger Loading/Unloading Activities) CCA will develop and implement a Monitoring Plan to manage passenger loading/unloading operations in front of the Main Academic Building during peak periods of activity. The Monitoring Plan will include, but not be limited to the following:

- Assign a dedicated person to actively manage passenger loading and unloading operations at the curb during expected peak periods of activity.⁵⁶
- Prevent private vehicles, taxis, and for-hire vehicles from encroaching onto the designated shuttle bus stop portion of the passenger zone, by requesting they "move on".
- Ensure that vehicles do not occupy the passenger zone when not actively loading or unloading passengers.

The Monitoring Plan will be regularly assessed and adjusted as needed by the CCA, with assistance from the SFMTA.

⁵⁶ According to the data in the transportation analysis, the periods of maximum passenger drop off and pick up activity (four or more vehicles arriving simultaneously within a two minute interval) occur around 8 a.m., from 11:30 a.m. until noon, and from 3:15 to 4:15 p.m.

Project Improvement Measure 3 (Student Housing Move-in and Move-out Plan) CCA will develop and implement a Student Housing Move-in and Move-out Plan that would be distributed to students prior to their move-in week as part of their incoming student packet. The Plan will include, but not be limited to the following:

- Move-in and move-out activities for student housing will be scheduled with CCA student housing management, and staggered times would be assigned to students.
- CCA will request a reserved curbside permit from the SFMTA in advance of move-in or move-out activities.
- Student volunteers or CCA housing staff will be available to direct and guide incoming students moving their belongings into the building.

The Student Housing Move-in and Move-out Plan will be reviewed and updated annually by the CCA, with assistance from the San Francisco Police Department, the SFMTA, to ensure that the process occurs with minimal effect on the adjacent sidewalks and travel lanes.

Project Improvement Measure 4 (Construction Management Plan and Public Updates)

- Construction Coordination – The project sponsor will require that the contractor prepare a Construction Management Plan for the project construction period. The preparation of a Construction Management Plan could be a requirement included in the construction bid package. Prior to finalizing the Plan, the project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Construction Management Plan to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic, bicycle, and transit disruption, and walk circulation and access effects during construction of the proposed project. This review should consider other ongoing construction in the project vicinity.
- Carpool, Bicycle, Walk, and Transit Access for Construction Workers– The construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk, and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers).
- Construction Worker Parking Plan – As part of the Construction Management Plan that would be developed by the construction contractor, the location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking should be discouraged. All construction bid documents could include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site parking is proposed to accommodate construction workers, the location, number of parking spaces, and area where vehicles would enter and exit the site will be required as part of the plan. If off-site

parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between the off-site facility and the project site will be required as part of the plan.

- Project Construction Updates for Adjacent Businesses and Residents – The project sponsor will provide nearby residences and adjacent businesses with regularly updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice should be distributed by the project sponsor that will provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.