



# SAN FRANCISCO PLANNING DEPARTMENT

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## Community Plan Exemption Checklist

*Case No.:* **2013.0677E**  
*Project Address:* **2000-2070 Bryant Street, 2815 18<sup>th</sup> Street, and 611 Florida Street**  
*Zoning:* Urban Mixed Use (UMU) District  
68-X Height and Bulk District  
*Block/Lot:* 4022/001, 002, and 021  
*Lot Size:* Three lots totaling approximately 65,000 square feet (1.50 acres)  
*Plan Area:* Eastern Neighborhoods Area Plan  
*Project Sponsor:* Nick Podell, Nick Podell Company – (415) 296-8800  
*Staff Contact:* Chris Thomas – (415) 575-9036; Christopher.Thomas@sfgov.org

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### PROJECT DESCRIPTION

#### Project Overview

The 2000–2070 Bryant Street Project (proposed project) involves the demolition of seven existing buildings, merging of three lots into two parcels, and construction of two new buildings and a 25-foot-wide east–west pedestrian mews between the two buildings that would be publically accessible during daytime hours. The proposed project consists of a six-story, 68-foot-tall, approximately 203,656-gross-square-foot (gsf) mixed-use residential and commercial building with a ground-level garage at 2000 Bryant Street (the north building) and a 100 percent affordable eight-story, 85-foot-tall, approximately 127,983 gsf mixed-use residential and arts activity building with a ground-level car-share garage at 2070 Bryant Street (the south building). In total, the proposed mixed-use buildings would provide 335 dwelling units (136 affordable dwelling units in the south building and 196 market-rate and three affordable dwelling units in the north building), 7,007 gsf of commercial retail space, 3,938 gsf of PDR space, and 6,947 gsf of arts activity space. The approximately 14,223 gsf ground-level garages would provide 84 off-street vehicle parking spaces, four car-share spaces, and 237 bicycle parking spaces. The proposed project would involve excavation of approximately 7,911 cubic yards of soil to a depth of up to 14 feet below grade for the foundation system and elevator pits, depending on the location on the site. The proposed project would include approximately 26,800 square feet (sf) of common useable open space in the form of courtyards, rooftop terraces, and the pedestrian mews. The proposed project also would add plantings to the adjacent sidewalks, street furniture, sidewalk bicycle parking, and sidewalk bulbouts at various locations around the project site.

#### Project Location

The project site is located within the Eastern Neighborhoods Plan Area at 2000–2070 Bryant Street, 2815 18<sup>th</sup> Street, and 611 Florida Street (Assessor’s Block 4022, Lots 001, 002, and 021) in the Mission District neighborhood in the southeast quadrant of the City and County of San Francisco (**Figure 1**). The project site is bounded by 18<sup>th</sup> Street to the north, Bryant Street to the east, and Florida Street to the west; existing one- or two-story buildings and a six-story building (currently under construction) are located to the south.

The project site is within the Urban Mixed-Use (UMU) District. Pursuant to the San Francisco Planning Code, UMU is a land use designation intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrial-zoned area. The UMU designation is also intended to serve as a buffer between residential uses and PDR uses in the Eastern Neighborhoods. The project site is located in a 68-X Height and Bulk District, which would subject the proposed development to a 68-foot height limit. The “X” indicates no building bulk limitations. Because the south building would be 100 percent affordable, that building would utilize the state density bonus law (California Government Code Section 65915) to permit two additional floors above the otherwise applicable height limit.

### Existing Site Conditions

The rectangular project site is approximately 200 feet in width and 325 feet in length and about 65,000 sf (or 1.50 acres) in area. The site is fully developed and occupied by four one- or two-story wood buildings, two one- or two-story light industrial wood-frame/metal-sided buildings, and a two-story concrete and steel-frame industrial building. Existing on-site development totals approximately 72,500 gsf. All buildings are vacant. Recent land uses included a restaurant and light industrial and office uses, including an architect’s office, audio recording studio, carpet and upholstery business, automotive repair, specialty machinist, entertainment and theater rehearsal space (Innermission), and the American Conservatory Theater scene shop; three dwelling units are also present. The existing buildings were constructed between 1892 and 1950.<sup>1</sup> The floor area ratio (FAR) for the existing buildings ranges from about 1.0:1 to 2.0:1. **Table 1** summarizes the existing site conditions.

Existing vehicle and pedestrian access is provided on Florida, 18<sup>th</sup>, and Bryant Streets. A total of 13 curb cuts/driveways currently exist on the project site (i.e., nine on Florida Street, one on 18<sup>th</sup> Street, and three on Bryant Street).

A total of 24 street trees are located within the existing sidewalk zones (i.e., two street trees on Florida Street, nine on 18<sup>th</sup> Street, and 13 on Bryant Street). Little to no other vegetation and/or open space exists on the project site, with the exception of a small yard associated with the duplex at 2028–2030 Bryant Street and an area on the corner of 18<sup>th</sup> and Florida Streets that is paved and used for storage of landscape architecture product samples.

Surrounding land uses consist of one- or two-story buildings with light industrial and office uses on Bryant Street, a five-story building with light industrial and office uses on 18<sup>th</sup> Street, and a four-story mixed-use residential and commercial building containing 151 dwelling units on Florida Street. One- or two-story residential buildings, an under-construction six-story residential building, and commercial uses are located south of the project site along 19<sup>th</sup> Street.

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<sup>1</sup> Left Coast Architectural History. 2014. *2000–2030 and 2070 Bryant Street Historical Resource Evaluation*. January 15, 2014. 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.2013.0677E.





Graphics ... 0040714 (1-23-2015)

2000-2070 Bryant Street Project  
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**Figure 1**  
**Project Location**

**Table 1 – Existing Building Conditions**

Existing Building Address	Prior Use (buildings are currently vacant)	Square Footage (approx.)	Height (approx.)	Number of Floors	Year Constructed	Construction Type
<i>Lot 001</i>						
2000–2008 Bryant Street	Restaurant Residential	1,320 gsf 1,320 gsf	25 ft	2	1907	Wood Frame
2010–2012 Bryant Street	Arts (audio recording studio)	4,480 gsf	25 ft	2	1907	Wood Frame
2014 Bryant Street	Light industrial (carpet and upholstery)	3,810 gsf	20 ft	1	1907	Wood Frame/Metal Sided
2813–2825 18 <sup>th</sup> Street	Office (architecture office)	3,540 gsf	20 ft	2	1897, altered ca. 1970	Wood Frame
611 Florida Street	Light Industrial (automotive repair)	6,160 gsf	15 ft	1	ca. 1950	Wood Frame
<i>Lot 002</i>						
2028–2030 Bryant Street	Residential	1,870 gsf	30 ft	2	1892, altered in 1905	Wood Frame/Metal Sided
<i>Lot 021</i>						
2044, 2050, and 2070 Bryant Street	Light Industrial, Arts (machinist) (American Conservatory Theater scene shop) (Innermission)	50,000 gsf 14,700 gsf 22,200 gsf 13,100 gsf	30 ft	2	1918, altered in 1925	Steel Frame and Concrete
Total	—	72,500 gsf	—	—	—	—

Sources: Nick Podell Company. 2014. *Left Coast Architectural History. 2000–2030 and 2070 Bryant Street Historical Resource Evaluation*. January 15, 2014.

## Project Characteristics

The proposed project involves merging the three lots into two parcels and constructing one six-story mixed-use building and one eight-story mixed-use building. **Table 2** summarizes the proposed project characteristics, and **Figure 2** shows the project site plan and surrounding structures. **Figure 3** shows the ground-floor building plan, with the ground-level garages, commercial retail space, PDR and arts activities space, residential lobbies and amenity spaces, and ground-level dwelling units. **Figure 4** shows a typical illustration of floors two through six, with dwelling units and common courtyard open spaces (located on the second floor only). **Figure 5** illustrates the building elevations for the north building. Building elevations for the south building have not yet been developed.





**Table 2 – Proposed Project Characteristics**

Use/Characteristic	Area /Amount	
	North Building	South Building
Residential <sup>a</sup>	175,145 gsf	115,643 gsf
Amenity Space <sup>b</sup>	5,572 gsf	1,574 gsf
Dwelling Units	199 units - 5 flex units - 30 studio units - 84 one-bedroom units - 80 two-bedroom units	136 units - 35 studio units - 46 one-bedroom units - 48 two-bedroom units - 7 three-bedroom units
Commercial Retail	7,007 gsf - 4,066 gsf general retail - 2,941 gsf composite restaurant	0 gsf
PDR/Arts Activities	3,938 gsf	6,947 gsf
Ground-Level Garage	11,994 gsf	2,229 gsf
Vehicle Parking	85 spaces (including two ADA-compliant and one car-share space)	3 car-share spaces
Bicycle Parking (Class 1)	128 spaces	109 spaces
Total Buildings	203,656 gsf	127,983 gsf
<i>Other Project Elements</i>		
Building Height	68 feet	85 feet
Number of Stories	6 stories	8 stories
Common Open Space	15,920 sf - Courtyards: 8,558 sf - Rooftop terrace: 7,162 sf - Pedestrian Mews: 200 sf	10,880 sf - Courtyards: 3,104 sf - Rooftop terrace: 2,976 sf - Pedestrian Mews: 4,800 sf
Sidewalk Bicycle Parking (Class 2)	22 spaces	7 spaces
Street Trees	42 trees	

Source: Nick Podell Company. 2016. *2000–2070 Bryant Street EE Plan Set*. April 29, 2016.

Notes:

ADA = Americans with Disabilities Act.

<sup>a</sup> Residential space refers to the rentable residential gsf as well as lobbies, corridors, community room, and stairways.

<sup>b</sup> Amenity space refers to the fitness center, lounge/library, laundry, community room, and leasing/management offices. The gsf for the bicycle storage for the Class 1 bicycle parking spaces is accounted for in the ground-level garage gsf.



Graphics ... 0040714 (4-26-2016)

Source: BDE Architecture, 2016.

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**Figure 3**  
**Ground Floor Building Plan**



Graphics: 0040714 (4-26-2016)

Source: BDE Architecture, 2016.





Graphics ... 0040714 (4-26-2016)

Source: BDE Architecture, 2015.

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**Figure 5**  
**Project Building Elevations**

### *North Building*

The six-story, 68-foot tall, 203,656 gsf mixed-use residential and commercial building would contain 199 dwelling units (including three on-site inclusionary affordable units), 3,938 gsf of PDR space, and 7,007 gsf of commercial retail space. The proposed dwelling units would consist of five ground-floor flex units (about 2.5 percent of total units), 30 studio units (about 15 percent of total units), 84 one-bedroom units (about 42 percent of total units), and 80 two-bedroom units (about 42 percent of total units). The dwelling units would be located primarily on building floors two through six, with five work/live flex units located at ground level facing Florida Street and four stoop units located at ground level facing Bryant Street (see **Figures 3** and **4**). Residential amenities would include a fitness center, bicycle storage (for the Class 1 bicycle parking spaces), roof deck, lounge/library, entrance lobbies, and a leasing office.<sup>2</sup> Primary pedestrian access to the building would be provided from the main lobby on 18<sup>th</sup> Street and the secondary lobby on Florida Street, with individual ground-floor unit entrances on Bryant and Florida Streets. Three other key-controlled entrance and exit points would be located on Bryant and Florida Streets and the pedestrian mews. Gates to the pedestrian mews would be open during daylight hours and accessible by key at night.

The 7,007 gsf of commercial retail space would be located on the ground floor at and near the intersection of Florida Street and 18<sup>th</sup> Street (see **Figure 3**). The commercial retail space would consist of two spaces totaling 4,066 gsf of general retail with independent pedestrian entrances on 18<sup>th</sup> Street and Florida Street and 2,941 gsf of composite restaurant space with entrances on 18<sup>th</sup> and Florida Streets.

The 11,994 gsf ground-level garage would provide 85 vehicle parking spaces for building residents (including two ADA-compliant spaces and one space reserved for car sharing) (see **Figure 3**). The garage would utilize vehicle parking stackers that would allow two cars to be stacked on top of one another using a puzzle-stacker system. The proposed project also would provide 128 Class 1 bicycle parking spaces in the garage, near the pedestrian mews, for project residents and retail-associated occupants. An additional 22 Class 2 (sidewalk) bicycle parking spaces would be provided in the sidewalk zone on Florida Street.<sup>3</sup> Ingress and egress to the ground-level garage would be provided by a single-lane entrance/exit on Bryant Street, with the intent of reducing traffic conflicts and enhancing the pedestrian environment. Primary pedestrian access to and from the ground-level garage and bicycle parking facility would be through the building lobby and key-controlled doors located on Bryant Street and the pedestrian mews.

The proposed north building also would provide approximately 15,920 sf of common useable open space (accessible to residents and their guests) in the form of central courtyards on the second floor (see **Figure 4**), pedestrian mews, and a rooftop terrace.

The screening-level wind analysis performed for the project suggests design measures to reduce wind speeds at the northwest corner of the north building at the southeast corner of Florida and 18<sup>th</sup> Streets. These include canopies and trellises, approximately 30 percent porous, as well as marquees. The north building would include the following: two 4 by 16-foot awnings and one 8- by 16-foot marquee on 18<sup>th</sup> Street; two 4 by 14-foot awnings, and one 8 by 14-foot marquee on Florida Street; and one sidewalk trellis

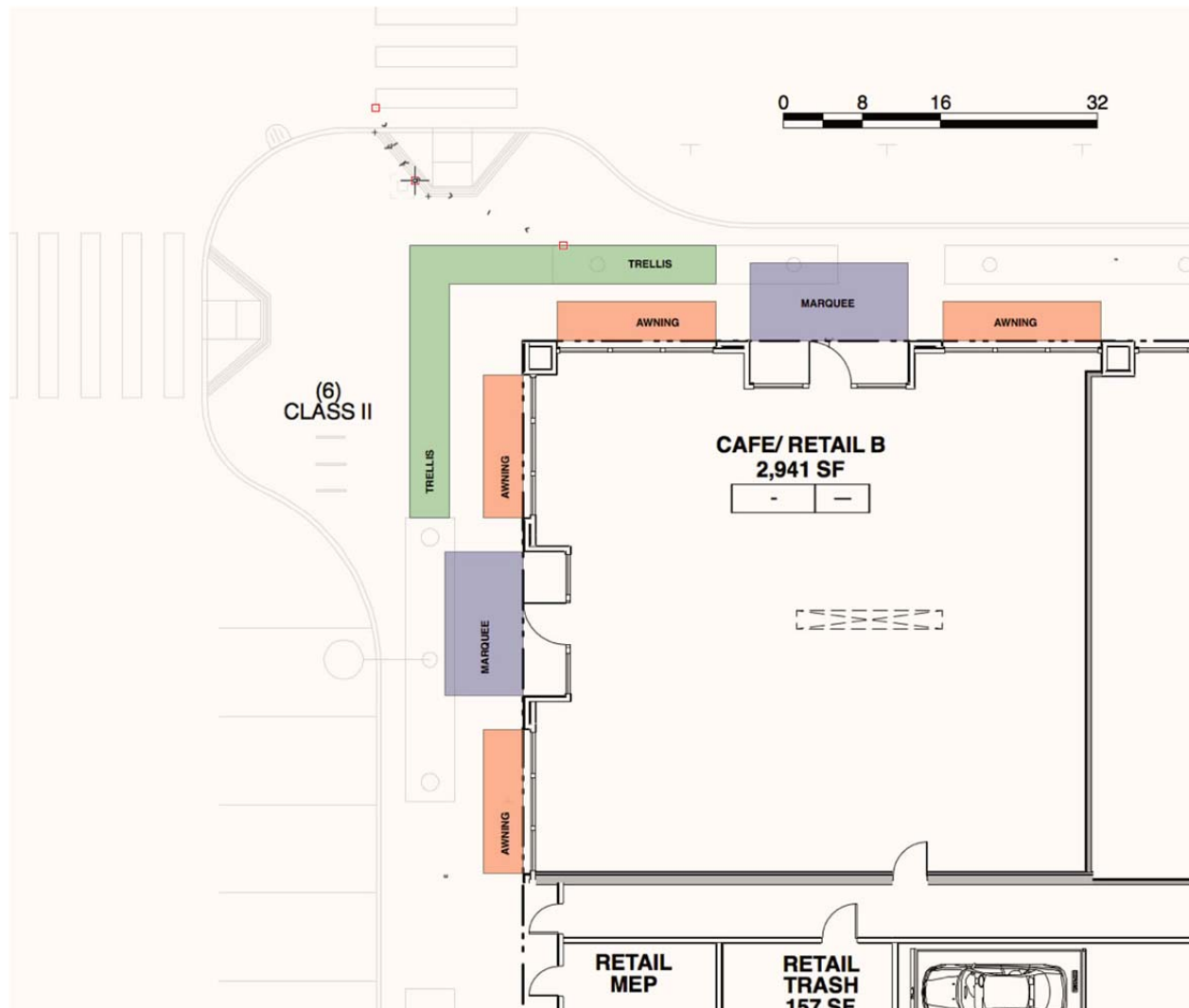
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<sup>2</sup> Class 1 spaces protect the entire bicycle in secure, weather-protected facilities and are intended for long-term, overnight, and work-day storage by project residents, non-residential occupants, and employees.

<sup>3</sup> Class 2 spaces are located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use (i.e. standard bike racks that allow users to tether bikes).

that would wrap around the corner of the 18th and Florida Street sidewalks. The marquee would consist of a permanent roofed structure attached to and supported entirely by the building. The marquee would be classified as an embellishment to the façade of the building. The trellis would be a minor permanent structure consisting of a horizontal awning with embedded poles. The trellis would be constructed of wood, metal and/or glass and be at least 30 percent permeable. The trellis would require a sidewalk encroachment.

These features are shown in the illustration below.



### *South Building*

The eight-story, 85-foot-tall, 127,983 gsf residential and arts activity building would contain 136 affordable dwelling units and 6,947 gsf of arts space. The proposed dwelling units would consist of 35 studio units (about 25.7 percent of total units), 46 one-bedroom units (about 33.8 percent of total units), 48 two-bedroom units (about 35.3 percent of total units), and 7 three-bedroom units (about 5.1 percent of total units). The dwelling units would be located primarily on building floors two through eight, with five dwelling units located at ground level on the pedestrian mews (see **Figures 3 and 4**). Residential amenities would include bicycle storage (for the Class 1 bicycle parking spaces), roof deck, community

room, laundry room, entrance lobbies, and a leasing/management office. Primary pedestrian access to the building would be provided from lobbies on Bryant Street and Florida Street, with a secondary entrance on the pedestrian mews and via individual ground-floor unit entrances on the pedestrian mews. Key-controlled gates to the pedestrian mews at Bryant and Florida Streets would be open during daylight hours and accessible by key at night.

The 6,947 gsf of arts activity space would be located on the ground floor at the southeast corner of the south building, on Bryant Street (see **Figure 3**). The arts activity space would consist of one space with a mezzanine and internal access elevator. The 1,590 gsf of leasing/management space would be located on the ground floor in the middle of the block on Bryant Street, north of the arts space (see **Figure 3**). The 1,146 gsf of community space would be located on the second floor facing the building courtyard and would be accessible via the two building elevators.

The 2,229 gsf ground-level garage would provide three car-share spaces (see **Figure 3**). The garage parking would be on grade. The proposed south building also would provide 109 Class 1 bicycle parking spaces for project residents and arts/leasing/management-associated occupants in the center of the building. An additional seven Class 2 (sidewalk) bicycle parking spaces would be provided in the sidewalk zone on Florida Street. Ingress and egress to the ground-level garage would be provided by a single-lane entrance/exit on Florida Street, with the intent of reducing traffic conflicts and enhancing the pedestrian environment. Primary pedestrian access to and from the ground-level garage and bicycle parking facility would be through the building lobby and key-controlled doors located on Florida and Bryant Streets and the pedestrian mews.

The proposed south building also would provide approximately 10,880 sf of common useable open space (accessible to residents and their guests) in the form of central courtyards on the second floor (see **Figure 4**), pedestrian mews, and a rooftop terrace.

#### *Other Project Features*

The proposed project would remove and replace the existing 24 street trees with 42 new street trees and additional landscaping along the building frontages (see **Figure 3**). Ten new street trees would be planted on 18<sup>th</sup> Street, 16 new street trees would be planted on Florida Street, and 16 new street trees would be planted on Bryant Street.

The proposed project would include two off-street commercial loading spaces within the pedestrian mews, on grade and accessible via Florida Street. The loading spaces would be shared by the two buildings and would accommodate weekly trash and recycling pickup, daily deliveries (e.g., FedEx, UPS, and postal service), and resident move-ins and move-outs. The project sponsor would also seek approval from the San Francisco Municipal Transportation Agency (SFMTA) for one on-street commercial loading zone (yellow curb) on Bryant Street and one on 18<sup>th</sup> Street.

The 11 existing curb cuts/driveways on Florida and Bryant Streets would be removed and replaced with sidewalks. The existing driveway at the southern end of Florida Street and one new driveway cut on Bryant Street (each approximately 10 feet in length) would serve as the entrance and exit points of the ground-level garages for the respective buildings. One new curb cut of approximately 24 feet would serve the on-site loading zones. By removing the existing curb cuts/driveways, the proposed project would provide up to eight new on-street parking spaces and two new commercial loading spaces along Bryant and 18<sup>th</sup> Streets. Two new curb bulbouts would also be provided at the corners of 18<sup>th</sup> and Florida Streets and 18<sup>th</sup> and Bryant Streets to improve pedestrian crossing and visibility. An additional bulbout on Bryant Street at the pedestrian mews would be landscaped to add to pedestrian comfort.



## Construction

Project construction would begin with the demolition of the seven existing buildings on the project site. Demolition would involve characterizing the contents of each building, abating any hazards present (including asbestos-containing materials and lead-based paint), identifying and removing reusable and recyclable materials, demolishing and removing the existing structures, and removing the existing foundation slabs and underground utilities.

The proposed project would involve excavation up to 14 feet below grade for the foundation system and elevator pits, depending on the location on the site. Approximately 7,911 cubic yards of soil would be excavated from the project site. Pending approval from San Francisco Department of Public Health (DPH), excavated soil would be re-compacted and reused on-site, as feasible.

The building foundations would consist of a mat slab on drilled displacement columns and deep soil mixing improvements to address liquefaction and lateral spreading potential on the site. The drilled displacement columns would extend approximately 30 feet into the ground. No pile driving would be required.

The project sponsor will complete demolition for the entire project. The project sponsor and Mayor's Office of Housing and Community Development (MOHCD) will be responsible for their own ground improvements, excavation, and foundation systems, except that the project sponsor would complete and maintain the pedestrian mews at its sole expense. Construction of the project is estimated to take about 20 months.

## Project Setting

Surrounding land uses consist of one- or two-story buildings with light industrial and office uses on Bryant Street, a five-story building with light industrial and office uses on 18<sup>th</sup> Street, and a four-story mixed-use residential and commercial building containing 151 dwelling units on Florida Street. One- or two-story residential buildings, an under-construction six-story residential, and commercial uses are located immediately south of the project site.

The local vicinity is a largely flat area of the Mission District, characterized by a mix of two- to five-story older and more recently constructed residential buildings, which are interspersed with one- to three-story buildings containing various PDR uses. Architectural styles vary considerably with the age and use of vicinity structures. Zoning districts are primarily UMU and PDR but also include some Residential House (RH). Height limits are largely 68 feet, tapering to 45 feet and lower toward and south of 20<sup>th</sup> Street. The nearest school is John O'Connell Alternative High School, about 700 feet to the southwest, and the nearest park is Franklin Square, about 1,100 feet to the northeast.

The surrounding two-way, two-lane streets generally have on-street parking. By street distance, the project site is approximately 0.5 mile from San Francisco General Hospital on Potrero Avenue, <sup>4</sup>/<sub>5</sub> mile from the 16<sup>th</sup> and Mission Streets Bay Area Rapid Transit (BART) station, and about 1 mile from the US 101 on-ramps at both South Van Ness Avenue (to the north) and Cesar Chavez Boulevard (to the south).

## Project Approvals

The proposed project would require the following approvals:

### *Actions by the Planning Commission*

#### *North Building:*

- Large Project Authorization pursuant to Planning Code Section 329 for new construction of more than 25,000 gsf, with exceptions pursuant to the following Planning Code sections:
  - Section 134(f) – Rear-yard exception to allow for open space to be configured in an inner courtyard rather than a rear yard.
  - Section 152.1 – Off-street loading exception to permit two off-street loading spaces, rather than three off-street loading spaces.
  - Section 270.1 – Horizontal mass reduction exception to allow the north building to reach 205 feet in length without a horizontal mass reduction, rather than 200 feet.
  - Section 329(d)(10) – Permitted accessory uses for ground-floor flex units.
- Conditional Use Authorization pursuant to Planning Code Sections 303 and 317 to authorize demolition and replacement of three existing dwelling units.

#### *South Building:*

- Large Project Authorization pursuant to Planning Code Section 329 for new construction of more than 25,000 gsf, with exceptions pursuant to the following Planning Code sections:
  - Section 134(f) – Rear-yard exception to allow for open space to be configured in a courtyard rather than a rear yard.
  - Section 135(g) – Common open space dimension exception for the courtyard that is less in width than height.
  - Section 140 – Unit exposure exception for dimension of courtyard.
- State density bonus law (California Government Code Section 65915) concession to permit two additional floors above the otherwise applicable height limit.

### **Actions by other City Departments**

- Lot Line Adjustment and Condominium Map Approvals (San Francisco Public Works [SFPW]) for merging and re-subdividing the three lots on the project site.
- Demolition and Building Permits (Department of Building Inspection [DBI]) for the demolition of the existing buildings and construction of the new structures.
- Site Mitigation Plan (DPH) for treatment of potentially hazardous soils and groundwater.
- Street and Sidewalk Permits (Bureau of Streets and Mapping, SFPW) for modifications to public sidewalks, street trees, and curb cuts.
- Approval of Changes to Sewer Laterals (San Francisco Public Utilities Commission [SFPUC]).

- Stormwater Control Plan (SFPUC), because the proposed project would result in ground disturbance of an area greater than 5,000 sf.
- Dust Control Plan (DPH) meeting the requirements of San Francisco Health Code Article 22B.

## Approval Action

The proposed north building project is subject to Large Project Authorization and Conditional Use Authorization by the Planning Commission; the proposed south building project is subject to Large Project Authorization approval by the Planning Commission. Approval of the first Large Project Authorization is the Approval Action for the proposed projects. The Approval Action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).<sup>4</sup> The CPE Checklist indicates whether the proposed project would result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects that, as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided in 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 that reduced all impacts to less than significant, except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven SFMTA lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include the demolition of the seven existing buildings (totaling 72,500 gsf), merging of the three lots into two parcels, and construction of two buildings.

The project sponsor would construct a six-story, 68-foot-tall, approximately 203,656 gsf mixed-use residential and commercial building with a ground-level garage. The mixed-use building would provide 199 dwelling units (196 market-rate and three affordable units); approximately 15,920 sf of common useable open space in the form of a courtyard, a pedestrian mews, and a rooftop terrace; 3,938 gsf of ground-level

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<sup>4</sup> San Francisco Planning Department. 2008. *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: <http://www.sf-planning.org/index.aspx?page=1893>. Accessed: April 26, 2016.

PDR space; and 7,007 gsf of ground-level commercial retail space. The approximately 11,994 gsf ground-level garage, with ingress and egress on Bryant Street, would provide 85 off-street vehicle parking spaces and 128 Class 1 bicycle parking spaces.

MOHCD would ground lease the south parcel to a developer to construct an eight-story, 85-foot-tall, and approximately 127,983 gsf mixed-use residential and arts activity building with a ground-level car-share garage. The mixed-use building would provide 136 affordable dwelling units; approximately 10,880 sf of common useable open space in the form of a courtyard, a pedestrian alley, and a rooftop terrace; and 6,947 gsf of ground-level arts activity space. The approximately 2,229 gsf ground-level garage, with ingress and egress on Florida Street, would provide three off-street car-share parking spaces and 109 Class 1 bicycle parking spaces.

As discussed below in this checklist, the proposed project would not result in new significant environmental effects or effects with greater severity than those 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 statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled, (VMT) effective March 2016 (see “CEQA Section 21099” heading below);
- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- 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, and Proposition A and B passage in November 2014, the Transportation Sustainability Program process;
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015 (see Checklist section “Noise”);
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section “Air Quality”);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section “Recreation”);



- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section “Utilities and Service Systems”); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section “Hazardous Materials”).

## CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods plan areas, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) throughout the lifetime of the Plan (year 2025).<sup>5</sup> The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.<sup>6</sup> Growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).<sup>7</sup>

As of February 23, 2016, projects containing 9,749 dwelling units and 2,807,952 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review<sup>8</sup> within the Eastern Neighborhoods plan areas.<sup>9</sup> This level of development corresponds to an overall population increase of approximately 23,760 to 25,330 persons. Of the 9,749 dwelling units that are under

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

<sup>6</sup> Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

<sup>7</sup> San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

<sup>8</sup> For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

<sup>9</sup> These estimates include projects that have completed environmental review and foreseeable projects (including the proposed project). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department.

review or have completed environmental review, building permits have been issued<sup>10</sup> for 4,829 dwelling units, or approximately 50 percent of those units (information is not available regarding building permit non-residential square footage).

Within the Mission District subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 800 to 2,100 net dwelling units and 700,000 to 3,500,000 sf of non-residential space (excluding PDR loss) through the year 2025. This level of development corresponds to an overall population increase of approximately 4,720 to 12,210 persons. As of February 23, 2016, projects containing 2,451 dwelling units and 355,842 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the Mission District subarea. This level of development corresponds to an overall population increase of 8,765 to 10,650 persons. Of the 2,451 dwelling units that are under review or have completed environmental review, building permits have been issued for 1,340 dwelling units, or approximately 55 percent of those units. Therefore, anticipated growth from the Eastern Neighborhoods Rezoning and Area Plans is within the Eastern Neighborhoods PEIR growth projections.

Growth that has occurred within the plan areas since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. Although the number of housing units under review is approaching or exceeds the residential unit projections for the Mission and Showplace Square/Potrero Hill Area Plans of the Eastern Neighborhoods PEIR, the non-residential reasonably foreseeable growth is well below what was anticipated. Therefore, population growth associated with approved and reasonably foreseeable development is within the population that was projected for 2025. Furthermore, the number of constructed projects within Eastern Neighborhoods is well below what has been approved for all plan areas.

The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. The analysis of environmental topics covered in this checklist take into account the differing severities of effects of the residential and employee population.

In summary, projects proposed within the Eastern Neighborhoods Plan Areas have not exceeded the overall population growth that was projected in the Eastern Neighborhoods PEIR; therefore, foreseeable growth within the plan areas do not present substantial new information that was not known at the time of the PEIR and would not result in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR.

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<sup>10</sup> An issued building permit refers to buildings currently under construction or open for occupancy. This number includes all units approved under CEQA (including CPEs, Categorical Exemptions and other types of CEQA documents).

**SENATE BILL 743****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 project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>11</sup> Project elevations are included in the project description.

**Automobile Delay and Vehicle Miles Traveled**

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

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*<sup>12</sup> recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the 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.

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<sup>11</sup> San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 2000 – 2070 Bryant Street, August 21, 2014.

<sup>12</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

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

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the Plan Area throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the Plan Area under the No Project scenario. Within the Mission District subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

As of February 23, 2016, projects resulting in the removal of 1,715,001 net square feet of PDR space have completed or are proposed to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (1,172,032 square feet of PDR space loss) and foreseeable projects, including the proposed project (542,969 square feet of PDR space net loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of February 23, 2016, projects involving the removal of approximately 273,073 net square feet of PDR space have completed or are proposed to complete environmental review within the Mission District subarea, including the proposed project.

Development of the proposed project would result in the net loss of approximately 53,565 gsf of PDR building space. This would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the Urban Mixed Use (UMU) District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. The UMU designation is also intended to serve as a buffer between residential uses and PDR uses in the Eastern Neighborhoods. The proposed development is within the development density as envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 53,565 gsf of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were not identified or a more severe adverse impact than analyzed in the PEIR.



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

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the UMU District and is consistent with the height, density, and land use as specified in the Mission District of the Eastern Neighborhoods Area Plan, maintaining the mixed character of the area by providing ground floor commercial space with residential units above.<sup>13,14</sup>

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

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Topics:	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
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**2. POPULATION AND HOUSING—  
Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that

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<sup>13</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 2000 – 2070 Bryant Street, May 9, 2016.

<sup>14</sup> Susan Exline, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2000 – 2070 Bryant Street, May 12, 2016.

anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would involve the demolition of three existing vacant dwelling units and the construction of 335 new dwelling units that would introduce approximately 838 new residents on the site, thereby increasing the residential populations within the Mission District of the Eastern Neighborhoods Plan Area.<sup>15</sup> The proposed project would also develop approximately 7,007 gsf of retail uses and 3,938 gsf of PDR space which would generate approximately 27 total employees at full occupancy.<sup>16</sup> The existing units on the project site are currently vacant and no individuals would be displaced as a result of the proposed project. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

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

<sup>15</sup> Estimated number of new residents based on average household size (2.5) of occupied housing units in the Census Tract 228.01 and the proposed project’s 335 new dwelling units [328 \* 2.5 = 838 residents].

<sup>16</sup> Employment calculations are based on the City of San Francisco *Transportation Impact Analysis Guidelines*, which estimate average density of 350 square feet per employee assigned to retail space and 567 per employee assigned to manufacturing/industrial space. It is assumed that the proposed amenity space associated with the project would generate negligible employees and is not included in the employee estimates.

*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 the seven existing buildings on the project site. The building addresses and original construction dates are listed below.

- 2000–2008 Bryant Street, built in 1907.
- 2010–2012 Bryant Street, built in 1907.
- 2014 Bryant Street, built in 1907.
- 2028–2030 Bryant Street, built in 1892, altered in 1905.
- 2813–2815 18th Street, built in 1897, altered ca. 1970.
- 611 Florida Street, built ca. 1950.
- 2044–2070 Bryant Street, built in 1918, altered in 1925.

None of the existing buildings within the project site are listed on the National Register of Historic Places, the California Register of Historical Resources, or any adopted local registers of historical resources. The existing buildings were not specifically evaluated in the Eastern Neighborhoods PEIR. However, all seven buildings were evaluated as part of the Showplace Square/Northeast Mission Historic Resource Survey, which was adopted by the San Francisco Historic Preservation Commission in August 2011.<sup>17</sup> As part of this survey, the subject properties were assigned California Historic Resource Status Codes (CHRSC) as follows:

- 2000-2008 Bryant Street - 6L
- 2010-2012 Bryant Street - 6L
- 2014 Bryant Street - 6L
- 2028-2030 Bryant Street - 6Z
- 2070 Bryant Street - 6L

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<sup>17</sup> San Francisco Planning Department. Showplace Square/Northeast Mission Historic Resource Survey. March 20, 2012. Available online at <http://sf-planning.org/showplace-square-northeast-mission-historic-resource-survey>. Accessed April 26, 2016.

- 813-2815 18th Street - 6Z
- 611 Florida Street - 6Z

A CHRSC of “6L” means a property has been determined ineligible for local listing or designation through a local government review process, although it may warrant special consideration in local planning. A CHRSC of “6Z” means a property has been determined ineligible for National Register, California Register or local designation through survey evaluation. The Showplace Square/Northeast Mission Historic Resource Survey also concluded that the project site is not located within or in the vicinity of any qualified historic districts.

According to the Historic Resource Evaluation (HRE) prepared for the proposed project, none of the existing properties or buildings on the project site possess sufficient historical significance to qualify as a historic resource for individual listing on the California Register of Historic Resources.<sup>18,19</sup> Neither the properties nor any of the individual buildings demonstrate association with significant historic events or people or have high architectural merit or association with a master architect or builder. The buildings on the 2044–2070 Bryant Street property have retained physical integrity, but their physical features represent no historical significance. All other buildings on the project site demonstrate a lack of physical integrity. Furthermore, the project site is not located in or near any historic districts. Therefore, the project site is not considered to be a historic resource for the purposes of CEQA.

The proposed project would not result in the demolition or alteration of any historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project. For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

### *Archeological Resources*

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

The project site is subject to Eastern Neighborhoods Mitigation Measure J-2, because no prior archeological assessment report has been prepared for site. The Planning Department’s archeologist conducted a

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<sup>18</sup> Left Coast Architectural History. 2000–2030 & 2070 Bryant Street Historical Resource Evaluation. January 15, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.0677E.

<sup>19</sup> San Francisco Planning Department. Historic Resource Evaluation Response. January 12, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.0677E.



Preliminary Archeological Review (PAR) of the project site in conformance with the study requirements of Mitigation Measure J-2. The PAR results are summarized below.<sup>20</sup>

The proposed project would require excavation and soil disturbance to a depth of approximately 14 feet below grade to install the mat slab building foundation system and elevator pits. Drilled displacement piers to secure the northern portion of the mat slab would extend approximately 30 feet below ground surface. Due to anticipated excavation activities and the project site’s location near the historical marsh associated with Mission Creek (approximately 400 feet west of the project site), there is potential to uncover sensitive prehistoric resources during project construction and ground-disturbing activities. Further, the mid- to late-19th century land uses on the project site (primarily residential) may have resulted in significant historic-period archeological resources, which also could be uncovered during project construction and ground-disturbing activities. Based on the PAR, the Planning Department’s standard Archeological Mitigation Measure III (Testing) would apply to the proposed project. The PAR and its testing and monitoring requirements are consistent with Mitigation Measure J-2 of the Eastern Neighborhoods PEIR. With implementation of an archeological testing and monitoring program, impacts related to archeological resources would be reduced to a less-than-significant level. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement the archeological testing and monitoring program as Project Mitigation Measure 1, as 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>
<b>4. TRANSPORTATION AND CIRCULATION—Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>20</sup> San Francisco Planning Department. Environmental Planning Preliminary Archeological Review: 2000-2070 Bryant Street. September 24, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.0677E.

<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>
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, emergency access, or construction. As the proposed project is within the scope of the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on 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 fully mitigated. Thus, these impacts were found to be significant and unavoidable. As discussed above under “SB 743”, in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the 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 presented below evaluates 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 Community Plan Exemption Checklist topic 4c is not applicable.

**Vehicle Miles Traveled (VMT) Analysis**

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

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of

the City. These areas of the City can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

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

#### *Existing plus Project Impact Evaluation*

The following provides an analysis of VMT for each of the proposed uses (residential, retail, and PDR) for the project site and evaluates the project's transportation effects using the VMT metric. For residential development, the existing regional average daily VMT per capita is 17.2.<sup>23</sup> For retail development, regional average daily retail VMT per employee is 14.9.<sup>24</sup> Average daily VMT for all three land uses is projected to decrease in future 2040 cumulative conditions. Refer to **Table 3**, which includes the transportation analysis zone in which the project site is located, 538.

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

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

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

<sup>24</sup> 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.

**Table 3. Daily Vehicle Miles Traveled**

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 538	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 538
Households (Residential)	17.2	14.6	5.3	16.1	13.7	4.6
Employment (Retail)	14.9	12.6	9.8	14.6	12.7	10.4
Employment (PDR) <sup>a</sup>	19.1	16.2	11.7	17.0	14.5	9.2

Source: SF\_CHAMP.

Note:

<sup>a</sup> For purposes of analysis, PDR uses are analyzed as office uses to provide the most conservative estimate of VMT.

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

#### *Vehicle Miles Traveled Analysis – Residential*

As mentioned above, existing average daily VMT per capita is 5.3 for the transportation analysis zone the project site is located in, TAZ 538. This is 69 percent below the existing regional average daily VMT per capita of 17.2. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT and impacts would be less-than-significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential uses would not cause substantial additional VMT.

#### *Vehicle Miles Traveled Analysis - Retail*

As mentioned above, existing average daily VMT per capita is 9.8 for the transportation analysis zone the project site is located in, TAZ 538. This is 34 percent below the existing regional average daily VMT per capita of 14.9. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's retail uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's retail uses would not cause substantial additional VMT.

#### *Vehicle Miles Traveled Analysis – PDR*

As mentioned above, existing average daily VMT per capita is 11.7 for the transportation analysis zone the project site is located in, TAZ 538. This is 39 percent below the existing regional average daily VMT per capita of 19.1. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's PDR uses would not result in substantial additional

VMT and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's PDR uses would not cause substantial additional VMT.

### *Traffic Hazards*

The project would propose several streetscape improvements including bulb-outs and other features, but these features are primarily designed to improve pedestrian safety, enhance walkability, and calm traffic, and would not result in hazardous conditions for traffic.

### *Conclusion*

Based on the above, the project satisfies several screening criteria and does not require a detailed VMT analysis, as the project would not result in a substantial increase in vehicle miles traveled and would not substantially induce additional automobile travel. Therefore, the proposed project would have a less-than-significant impact related to traffic conditions under Existing plus Project Conditions and would not result in significant traffic impacts that were not identified in the Eastern Neighborhoods PEIR.

Although the project's impacts to traffic conditions would be less than significant, Improvement Measure I-TR-1 (See Improvement Measures below) recommends establishment of a TDM program for building tenants to reduce vehicle-trips to and from the project site and encourage use of alternative modes.

## **Cumulative Impact Evaluation**

As described in the previous section and **Table 3**, average daily VMT for all three land uses is projected to decrease in the future under cumulative conditions (Year 2040). The following section provides an analysis of VMT under the cumulative 2040 scenario for each of the proposed uses (residential, retail, and PDR) for the project site and evaluates the project's cumulative transportation effects using the VMT metric. Cumulative conditions (2040) were projected using an SF-CHAMP model run, using the same methodology as outlined for existing conditions but including residential and job growth estimates and reasonably foreseeable transportation investments through 2040.

### *Vehicle Miles Traveled Analysis – Residential*

Projected 2040 average daily VMT per capita is 4.6 for the transportation analysis zone the project site is located in, TAZ 538. This is 71 percent below the projected 2040 regional average daily VMT per capita of 16.1.<sup>25</sup> Given the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's residential uses would not result in substantial additional VMT. Therefore, the proposed project's residential uses would not contribute considerably to any substantial cumulative increase in VMT.

### *Vehicle Miles Traveled Analysis – Retail*

Projected 2040 average daily VMT per capita is 10.4 for the transportation analysis zone the project site is located in, TAZ 538. This is 32 percent below the projected 2040 regional average daily VMT per capita of 14.6.<sup>26</sup> Given the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's retail uses would not result in substantial additional VMT.

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<sup>25</sup> San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

<sup>26</sup> San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.



Therefore, the proposed project's retail uses would not contribute considerably to any substantial cumulative increase in VMT.

#### *Vehicle Miles Traveled Analysis – PDR*

Projected 2040 average daily VMT per capita is 9.2 for the transportation analysis zone the project site is located in, TAZ 538. This is 46 percent below the projected 2040 regional average daily VMT per capita of 17.0.<sup>27</sup> Given the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's PDR uses would not result in substantial additional VMT. Therefore, the proposed project's PDR uses would not contribute considerably to any substantial cumulative increase in VMT.

As described in the previous section, the project satisfies several screening criteria and does not require a detailed VMT analysis, as it is assumed that the project would not result in a substantial increase in vehicle miles traveled and would not substantially induce additional automobile travel.

#### *Traffic Hazards*

The project would propose several streetscape improvements including bulb-outs and other features, but these features are primarily designed to improve pedestrian safety, enhance walkability, and calm traffic, and would not result in hazardous conditions for traffic.

#### *Conclusion*

Therefore, the proposed project would have less-than-significant cumulative traffic impacts related to traffic conditions that were not identified in the Eastern Neighborhoods PEIR.

### **Trip Generation**

The proposed project would demolish seven existing buildings on the project site and construct two buildings: a six-story, approximately 203,656-gsf mixed-use residential and commercial building and an eight-story, approximately 127,983-gsf mixed-use residential and arts activity building. The proposed mixed-use buildings would provide a total of 335 dwelling units (including 139 affordable dwelling units, 84 off-street vehicle parking spaces, four car-share spaces, and 237 Class 1 bicycle parking spaces).

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department as detailed in the TIS.<sup>28</sup> No trip credits were given for the existing commercial, light industrial, and residential uses on the project site. The proposed project would generate an estimated 1,459 person trips (inbound and outbound) on a weekday daily basis, consisting of 793 person trips by auto, 309 transit trips, 234 walk trips and 122 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 124 vehicle trips (accounting for vehicle occupancy data for this census tract).

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<sup>27</sup> San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

<sup>28</sup> AECOM, *2000-2070 Bryant Street (Revised Project) Final Transportation Impact Study*, May 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0677!

## 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).<sup>29</sup> 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. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.<sup>30</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> Street.

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

The project site is located within a quarter mile of several local transit lines including Muni lines 9/9L, 12, 14, 22, 33, 27, and 49. The proposed project would be expected to generate 309 daily transit trips, including 167 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 167 p.m. peak

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<sup>29</sup> 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.

<sup>30</sup> <http://tsp.sfplanning.org>

hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

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 lines 9/9L, 12, 14, 22, 33, 27, and 49. The proposed project would not contribute considerably to these conditions as its minor contribution of 167 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 2025 cumulative transit conditions and thus would not result in any significant cumulative transit 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>
<b>5. NOISE—Would the project:</b>				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures, three of which may be applicable to subsequent development projects.<sup>31</sup> These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

## 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 pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). Project construction would involve demolition of the existing buildings on the project site and excavation of up to 14 feet to construct the building foundation system and elevator pits. While the building foundation would require drilled displacement columns extending approximately 30 feet into the ground, pile driving would not be required. Therefore, Mitigation Measure F-1 would not apply to the proposed project, as no pile driving activities would occur. However, the proposed project could involve noisy construction activities associated with building demolition and site preparation, including the use of graders, drill rigs, and air compressors. As such, Mitigation Measure F-2 (construction noise) would be applicable to the proposed project, requiring the sponsor to develop and submit to the DBI a set of site-specific noise attenuation measures developed under the supervision of a qualified acoustical consultant. Compliance with this mitigation measure would result in less-than-significant construction noise impacts. The project sponsor has agreed to implement Mitigation Measure F-2 as Project Mitigation Measure 2, detailed in the Mitigation Measures section below.

In addition, all construction activities for the proposed project (approximately 20 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the

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<sup>31</sup> 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).

Director of the San Francisco Public Works (SFPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of SFPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 20 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, which would reduce construction noise impacts to a less than significant level.

### **Operational Noise**

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. Given that the proposed project would replace industrial, production, and other non-residential uses with new mixed-use residential and commercial buildings, the proposed project would not generate any additional operational noise.

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. 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 regulations and procedures set forth by the San Francisco Noise Regulations Relating to Residential Uses Near Places of Entertainment are consistent with the provisions of PEIR Mitigation Measure F-3 and F-4. In accordance with PEIR Mitigation Measure F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels. This analysis indicates that the proposed window and wall assemblies as currently proposed have reasonable certainty of meeting the Title 24 interior sound level standard and that outdoor areas would not experience annoying or disruptive noise levels.<sup>32</sup>

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways

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<sup>32</sup> ICF International. 2000-2070 Bryant Street Project – Final Noise Study. March 26, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0677E.

and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development. The NLVS Technical Center, located approximately 200 feet southwest of the project site, has been identified by the Planning Department as a Place of Entertainment.

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>
<b>6. AIR QUALITY—Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses<sup>33</sup> as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

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

### **Construction Dust Control**

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

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

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

### **Criteria Air Pollutants**

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (p.m.), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), 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

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<sup>33</sup> 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.

permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."<sup>34</sup> The Bay Area Air Quality Management District (BAAQMD) prepared updated *2011 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines)*,<sup>35</sup> 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 20 calendar months, during which construction would occur on approximately 434 work days. Construction-related criteria air pollutant emissions generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within a technical memorandum.<sup>36</sup> The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 434 working days, disaggregated by calendar year. As shown in **Table 4**, unmitigated project construction emissions would be below the threshold of significance for all criteria pollutants quantified.

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<sup>34</sup> San Francisco Planning Department, *Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report*, See page 346, Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed April 26, 2016.

<sup>35</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011. See pp. 3-2 to 3-3.

<sup>36</sup> 2000-2070 Bryant Street, Case No. 2013.0677E, *Revised Criteria Pollutant Analysis Technical Memorandum*.

**Table 4 – Daily Project Construction Emissions**

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO <sub>x</sub>	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
<i>Unmitigated Project Emissions</i>				
2016	1.4	17.9	0.4	0.4
2017	11.7	36.1	1.4	1.4
2018	20.9	4.6	0.3	0.2
<b>Significance Threshold</b>	<b>54.0</b>	<b>54.0</b>	<b>82.0</b>	<b>54.0</b>

Source: ICF International. 2000-2070 Bryant Street Project – Revised Criteria Air Pollutant Analysis Technical Memorandum. April 27, 2016.

Therefore, mitigation measures for equipment and vehicle exhaust emissions are not required.

### 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), energy usage, and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within the technical memo noted above. 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 5**. **Table 5** also includes the thresholds of significance the City utilizes.

**Table 5 – Summary of Operational Criteria Air Pollutant Emissions**

	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Average Daily Emissions (lbs/day)	22.9	26.2	0.5	0.5
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	4.2	4.8	0.099	0.093
Significance Threshold (tpy)	10.0	10.0	10.0	10.0

Source: ICF International. 2000-2070 Bryant Street Project – Revised Criteria Air Pollutant Analysis Technical Memorandum. April 27, 2016.

Notes:

lbs/day = pounds per day

tpy = tons per year

As shown in **Table 5**, 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 Neighborhoods PEIR related to contribution 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, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

### *Construction*

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

### *Siting Sensitive Land Uses*

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

### *Siting New Sources*

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable.

The north building would not have an emergency generator. At this time it is not known whether the south building would require an emergency generator. Thus, it has been conservatively assumed that the south building would include a backup diesel generator which would emit DPM, a TAC. Therefore, Project Mitigation Measure 3 Best Available Control Technology for Diesel Generators has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-4 related to siting of uses that emit TACs by requiring the engine to meet higher emission standards. Project Mitigation Measure 3 Best Available Control Technology for Diesel Generators would reduce DPM exhaust from stationary sources by 89 to 94 percent compared to uncontrolled stationary sources. Impacts related to new sources of health risk would be less than significant through implementation of Project Mitigation Measure 3 Best Available Control Technology for Diesel Generators. The full text of Project Mitigation Measure 3 Best Available Control Technology for Diesel Generators is provided in the Mitigation Measures Section below.

## **Conclusion**

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

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

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Mission District Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO<sub>2</sub>E<sup>37</sup> per service population,<sup>38</sup> 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*<sup>39</sup> presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,<sup>40</sup> exceeding the year 2020 reduction goals outlined in the BAAQMD’s *2010 Clean Air Plan*,<sup>41</sup> Executive Order S-3-05<sup>42</sup>,

<sup>37</sup> CO<sub>2</sub>E, 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.

<sup>38</sup> 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.

<sup>39</sup> San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at [http://sfmea.sfplanning.org/GHG\\_Reduction\\_Strategy.pdf](http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf), accessed April 26, 2016.

<sup>40</sup> ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015.

<sup>41</sup> Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed April 26, 2016.

<sup>42</sup> Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed April 26, 2016.

and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>43,44</sup> In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05<sup>45</sup> and B-30-15.<sup>46,47</sup> Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by increasing the number of individuals living and working there. As discussed in the Transportation and Circulation section, the new residents and employees would result in 466 new vehicle trips that would result in emissions of GHGs. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Residential Water Conservation and Water Efficient Irrigation ordinances, and Green Building Requirements for Energy Efficiency Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.<sup>48</sup> Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

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<sup>43</sup> California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at [http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_0001-0050_ab_32_bill_20060927_chaptered.pdf), accessed April 26, 2016.

<sup>44</sup> Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

<sup>45</sup> Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO<sub>2</sub>E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO<sub>2</sub>E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO<sub>2</sub>E).

<sup>46</sup> Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed April 26, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

<sup>47</sup> San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

<sup>48</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.



The proposed project’s waste-related emissions would be reduced through compliance with the City’s Mandatory Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>49</sup> and reducing the energy required to produce new materials.

Compliance with the City’s Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).<sup>50</sup> Thus, the proposed project was determined to be consistent with San Francisco’s GHG reduction strategy.<sup>51</sup>

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>
<b>8. WIND AND SHADOW—Would the project:</b>				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Wind**

Based on the height and location of the proposed approximately 85-foot-tall south building, a pedestrian wind assessment (the Wind Assessment) was prepared by a qualified wind consultant for the proposed project.<sup>52</sup> The objective of the Wind Assessment was to provide a qualitative, screening-level evaluation of the potential wind impacts of the proposed development. As discussed in the Wind Assessment, the majority of the strong winds that occur in San Francisco are from the west-northwest, west, northwest and

<sup>49</sup> Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

<sup>50</sup> While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

<sup>51</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 2000 – 2070 Bryant Street, February 23, 2016.

<sup>52</sup> RWDI, 2000 Bryant Street, San Francisco, CA: Screening-Level Wind Analysis, April 29, 2016

west-southwest. The direction and speed of wind currents can be altered by groups of buildings clustered together acting as obstacles that reduce wind speeds. In San Francisco, wind speeds are generally greater along streets that run east-west because buildings are oriented with respect to the prevailing wind direction and tend to funnel winds along this street orientation. Streets running north-south, such as Bryant and Florida streets to the east and west of the project site, tend to have lighter winds due to the shelter from prevailing winds offered by buildings on the west side of the street. The Wind Assessment found that windier conditions that potentially exceed the hazard threshold likely exist at the northeast corner of the intersection of 18<sup>th</sup> and Florida streets under existing conditions. However, the existing 50-foot-tall, four-story mixed-use residential and commercial building on Florida Street opposite the project site is of sufficient height and massing that prevailing wind speeds would be reduced at the proposed buildings. The Wind Assessment found that with the proposed design measures described above which include awnings, marquees, and a trellis at the corner of Florida and 18<sup>th</sup> Streets, wind conditions would comply with the wind hazard criterion at pedestrian areas around the project site. Bryant Street would be sheltered by the proposed project and wind conditions there would be lower or similar to existing conditions with implementation of the project. Winds in the pedestrian mews and interior courtyards are predicted to be appropriate for pedestrian use. For the above reasons, the proposed project would not result in significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

## Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks 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 proposed projects 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 one 68-foot and one 85-foot-tall building; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.<sup>53</sup> The nearest park is Franklin Square at 2500 17<sup>th</sup> Street, approximately 0.2 mile (approximately 1,050 feet) north of the project site. The preliminary shadow fan analysis prepared by the Planning Department indicated that the proposed project would not cast a shadow on Franklin Square or any other public park. Therefore, the proposed project would not have an impact on any park subject to Section 295 of the Planning Code or any other public park.

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

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<sup>53</sup> San Francisco Planning Department. Preliminary Shadow Fan Analysis 2000 – 2070 Bryant Street Project. April 14, 2016.

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.

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

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

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

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where proposed new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park at 16<sup>th</sup> and Daggett Streets and the new park at 17<sup>th</sup> and Folsom Streets, are both set to open in 2016. 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 common useable open space for residents on the project site in the form of central courtyards and rooftop terraces. The proposed project also would be served by the following existing parks within one-half mile of the project site: Franklin Square, Jose Coronado Playground, McKinley Square, and the Potrero Hill Community Garden.

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

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

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

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

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

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

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

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

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

<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>12. BIOLOGICAL RESOURCES—</b>				
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the 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.

There are 24 street trees within the sidewalk zones surrounding the project site. While the existing trees are not designated landmark or significant trees, they are protected by Public Works Code Sections 8.02-8.11,



which requires a replacement tree for each tree removed. The proposed project would replace the 24 existing street trees with 42 new street trees, representing a 1.75:1 replacement ratio.

The project site is located within the Mission District 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with

applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

A geotechnical investigation was prepared for the proposed project.<sup>54</sup> There are no mapped active faults crossing the project site and there is low risk of surface rupture damage to the proposed project. However, the proposed project would likely be exposed to strong ground shaking during an earthquake event which may result in liquefaction, lateral spreading, or seismic ground-failure. The southern side of the project site has low potential for liquefaction, lateral spreading, or seismic ground-failure. However, the northern side of the project site exhibits potential for liquefaction, lateral spreading, and seismic ground-failure during a moderate earthquake because of the relatively shallow groundwater table and shallow liquefiable marsh deposits.

The geotechnical investigation concludes that the site would be suitable for the proposed project if the building structure is constructed on a mat foundation bearing on improved soil or engineered fill and provided that the recommendations in the report are incorporated into the project design and construction. The project sponsor has agreed to implement the geotechnical report recommendations.

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

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

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<sup>54</sup> Langan Treadwell Rollo. Geotechnical Investigation 2000-2070 Bryant Street San Francisco, California. March 28, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.0677E.

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

The 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 entirety of the project site is currently developed and paved with impervious surfaces. The proposed project would not change the impervious surface coverage on the project site and would not result in an increased amount of runoff or drainage. The proposed project would be subject to Low Impact Design

(LID) approaches and stormwater management systems pursuant to the City’s Stormwater Management Ordinance (Ordinance No. 83-10). A Stormwater Pollution Prevention Plan (SWPPP) also would be required to identify best management practices and erosion and sedimentation control measures to keep sediment from entering City’s stormwater and sewer system. The SWPPP would be reviewed, approved, and enforced by the SFPUC. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality and waste discharge standards.

The proposed project would not expose people or structures to flooding risks or hazards, or impede or redirect flood flows in a 100-year flood hazard area, because the project site is not located within a 100-year flood zone. Because the project site is not located within a flood hazard zone or near a water reservoir with a dam or levee, the proposed project would not 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. Similarly, the project site also is not located within a tsunami hazard zone and would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.<sup>55</sup>

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>
<b>15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

<sup>55</sup> San Francisco Planning Department. San Francisco General Plan, Community Safety Element. (Map 05, Tsunami Hazard Zones, page 15). October 2012. Available online at: [http://sf-planning.org/ftp/General\\_Plan/index.htm](http://sf-planning.org/ftp/General_Plan/index.htm), accessed April 26, 2016.

<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>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Hazardous Building Materials**

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

**Soil and Groundwater Contamination**

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks,

sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation 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 proposed project would excavate up to 7,911 cubic yards of soil and is located in a Maher Ordinance area. Therefore, the project is subject to 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 is used to determine the potential for site contamination and level of exposure risk. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted Phase I ESA, Soil Characterization Studies, and a Site Mitigation Plan (SMP) to DPH for review.<sup>56,57,58,59,60</sup> DPH has conditionally approved the SMP.<sup>61</sup>

The Phase I ESAs identified two properties on the project site that are listed on hazardous material regulatory databases because of their prior uses. Although the 2028-2030 Bryant Street property has been used for residential purposes since 1889, portions of the site were used for a lumber yard and box factory, metal working, warehousing, and automobile repair. This property is listed on regulatory databases because of prior small-quantity generation and onsite disposal of organic wastes and organic-contaminated residues and automobile repairs. The 2014 Bryant Street property is listed on the regulatory databases because of a prior listing showing its use as a dry cleaners; however, the Phase I ESA did not identify any records indicating dry cleaning operations or solvent use onsite.<sup>62</sup> No other properties with regulatory database listings were identified on the project site or within the proposed project's vicinity.

The Phase I ESA and Soil Characterization Studies documented the presence of a UST at the 2044 Bryant Street property and fill port in the sidewalk zone immediately adjacent to the property. Based on historic

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<sup>56</sup> PES Environmental, Inc. *Phase I Environmental Site Assessment: 2000 through 2030 Bryant Street, 2813-2815 18<sup>th</sup> Street, and 611 Florida Street*. March 13, 2014. This document, as well as the documents listed below, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.0677E.

<sup>57</sup> PES Environmental, Inc. *Results of Limited Soil and Groundwater Characterization: 2000 Bryant Street*. April 10, 2014.

<sup>58</sup> PES Environmental, Inc. *Phase I Environmental Site Assessment: 2044 through 2070 Bryant Street*. June 18, 2014.

<sup>59</sup> PES Environmental, Inc. *Results of Limited Subsurface Investigation: 2044 through 2070 Bryant Street*. July 31, 2014.

<sup>60</sup> Nick Podell Company. *Site Mitigation Plan: 2044 – 2070 Bryant Street*. August 27, 2013.

<sup>61</sup> City and County of San Francisco Department of Public Health. *Conditional Site Mitigation Plan Approval: Conceptual Planned Development 2000-2030, 2044-2070 Bryant Street, 2813-2815 18<sup>th</sup> Street, 611 Florida Street*. July 21, 2014.

<sup>62</sup> PES Environmental, Inc. *Phase I Environmental Site Assessment: 2000 through 2030 Bryant Street, 2813-2815 18<sup>th</sup> Street, and 611 Florida Street*. March 13, 2014.

sample records, the UST was used for storage of weathered gasoline, motor oil, and tetrachloroethene (PCE). Several waste drums also were identified at the 611 Florida Street property.

The Phase I ESA also identified several Recognized Environmental Concerns (RECs) on certain project site properties. The 2044 Bryant Street property is an identified REC due to its long-term use as a machine shop with associated usage of oils and metal-cleaning solvents, use for steel working, machine shops, and auto body repairs, and evidence of staining and spills on the concrete floor. In addition, the potential exists that hazardous materials were released into the soil subsurface. The Soil Characterization Studies noted the presence of organic compounds and metals, such as petroleum hydrocarbons, in the subsurface soil and groundwater at levels above their respective environmental screening levels for residential land uses. The Phase I ESA and Soil Characterization Studies also indicated the presence of relatively low concentrations of petroleum hydrocarbons and chlorinated volatile organic compounds in the groundwater along Bryant Street. Concentrations of trichloroethylene (TCE) also were identified in groundwater samples upgradient from the project site at levels above the environmental screening levels for residential land uses. A source of the contamination was not identified, but may be related to the long-term history of industrial uses in this area of San Francisco.

The Phase I ESAs and Soil Characterization Studies recommend measures to remediate potential soil and groundwater contamination from the identified RECs, as well as the UST and waste drums located at the 2044 Bryant Street and 611 Florida Street properties, respectively. The reports also recommend removal and adequate disposal of the UST and waste drums and their materials in accordance with local, state, and federal requirements.

The project sponsor 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 significant impacts related to hazards or hazardous materials 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>
<b>16. MINERAL AND ENERGY RESOURCES—Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large



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

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

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

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

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

## MITIGATION MEASURES

### Cultural and Paleontological Resources

#### *Project Mitigation Measure 1 – Archeological Mitigation Measure III (Testing)*

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. 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 proposed 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)(c).

*Consultation with Descendant Communities.* On discovery of an archeological site<sup>63</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative<sup>64</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with 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 Archeological Resources Report shall be provided to the representative of the descendant group.

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

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<sup>63</sup> The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>64</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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 archeological 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 activity (foundation, shoring, etc.) the archeological

monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity 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 onsite/offsite 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 and 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. This shall include 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 archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

*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 Archeological 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.

## Noise

### *Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhood Mitigation Measure F-2)*

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

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

## Air Quality

### *Project Mitigation Measure 3 – Best Available Control Technology for Diesel Generators (Eastern Neighborhood Mitigation Measure G-4)*

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non - verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the Community Plan Exemption Checklist 655 Folsom Street 2013.0253E 49 emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

## Hazards and Hazardous Materials

### *Project Mitigation Measure 4 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)*

In order to minimize impacts to public and construction worker health and safety during demolition of the existing structure, the sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

## IMPROVEMENT MEASURES

### *Project Improvement Measure 1 – Transportation Demand Management (TDM) Measures*

While the proposed project would not result in any significant traffic impacts, to reduce traffic generated by the proposed project, the project sponsor should encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the project site.

The San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have partnered with the Mayor's Office of Economic and Workforce Development and the San Francisco County Transportation Authority to study the effects of implementing TDM measures on the choice of transportation mode. The San Francisco Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The project sponsor (or transportation broker) should consider the following actions:

- *TDM Coordinator:* The project sponsor should identify a TDM Coordinator for the project site. The TDM Coordinator should be the single point of contact for all transportation-related questions from residents and City staff. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project as noted below.

- **Transportation and Trip Planning Information:**
- *Move-in packet.* Provide a transportation insert for each new resident's move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes may be purchased, information on the 511 Regional Rideshare Program, and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials. This move-in packet should be continuously updated as transportation options change, and the packet should be provided to each new building occupant. Muni maps as well as San Francisco Bicycle and Pedestrian maps should be provided upon request.
- *Posted and Real-Time Information.* Install local map and real-time transit information on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.
- **Data Collection:**
- *City Access.* As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. The project sponsor should assure future access to the site by City staff. All on-site activities should be coordinated through the TDM Coordinator, including access to the project site by City staff for purposes of transportation data collection. Providing access to existing developments for data collection purposes is also encouraged.
- *TDM Program Monitoring.* The project sponsor should collect data and make monitoring reports available for review by the San Francisco Planning Department. See TDM Monitoring section below for more detailed information.
- **Bicycle Measures:**
- *Design.* Design residential units to facilitate the use of a bicycle.
- *Bike Route Access.* Facilitate direct access to bicycle facilities in the study area (e.g., Routes 25 and 40, Route 33, and Route 25) through signage.
- *Building Access.* Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities.
- *Safety.* Develop bicycle safety strategies along the Florida Street side of the property, where Class II bike racks are located, and where there is bicycle access to the parking garage and Class I bike parking spaces. Examples include lighting and signage.
- *Parking.* Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces).
- *Bay Area Bike Share.* Provide free or subsidized bike share membership to residents and tenants. See "Bikesharing" section below for additional information.
- **Car Share Measures:**



- *Parking.* Provide optional car share spaces as described in *Planning Code Section §166(g)*.
- *Membership.* Provide free or subsidized car share membership to all tenants. For example, offer one annual carshare membership for each new resident (one per household) or employee. Recipient would be responsible for the remainder of the costs associated with the membership.
- *Transit Measures: Transit Pass.* Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants. For example, offer a 50 percent subsidy for one Muni monthly pass for new residents (one per household), and employees for up to one year. Recipient would be responsible for the remainder of the costs associated with the Muni monthly pass.
- *TDM Monitoring.* The San Francisco Planning Department will provide the TDM Coordinator with a formatted template (electronic or hard copy) of the “Resident Transportation Survey” to facilitate the collection and presentation of travel data from residents. The Resident Transportation Survey will be administered (circulated and collected) by the TDM Coordinator, based on a standardized schedule (e.g., one year after 85 percent occupancy of all dwelling units, and every two years thereafter) that is approved by the Planning Department. The TDM Coordinator should collect responses from a minimum of one-third of residents within the occupied units within 90 days of receiving the Resident Transportation Survey from the San Francisco Planning Department. The San Francisco Planning Department will assist the TDM Coordinator in communicating the purpose of the survey, and will ensure that the identity of individual resident responders is protected. The San Francisco Planning Department will provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.

The San Francisco Planning Department will also provide the TDM Coordinator with a separate “Building Transportation Survey” that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency). The Building Transportation Survey should be completed by the TDM Coordinator and submitted to City staff within 30 days of receipt. The project sponsor should also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. should be granted by the project sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 a.m. and 8:00 p.m. on both weekdays and weekends.

- *Bike Sharing.* The project sponsor should contact Bay Area Bike Share (or its successor entity) to determine whether it would be interested and able to fund and install a new bikeshare station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas). The project sponsor should contact Bay Area Bike Share early enough that they may respond by 60 days prior to the project sponsor’s meeting with the Transportation Advisory Staff Committee (TASC) for approval of the streetscape design.<sup>65</sup>

If Bay Area Bike Share is not interested in or unable to fund and install a new bikeshare station, as indicated in writing, the project sponsor should not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to

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<sup>65</sup> TASC approval typically occurs at the 90 percent design phase.

fund and install a new bike share station immediately adjacent to the project site within the time period specified above, the project sponsor should make best efforts to modify its streetscape design to accommodate a new bike share station. The project sponsor should coordinate with Bay Area Bike Share to obtain all City permits necessary and to design and install a station immediately adjacent to the project site in the public right-of-way. If the City agencies responsible for issuing the permits necessary to provide the new bike share station space reject the project sponsor's application despite project sponsor's best efforts, the project sponsor should not be obligated to provide such space.

Other potential measures for consideration would include unbundling parking (per Planning Code §167) or enlisting the services of a Transportation Management Association (TMA) to implement a package to TDM measures on behalf of the building.

TDM strategies included in this improvement measure would be incorporated into the project's conditions of approval (COA) during the entitlement process. Other strategies may be proposed by the project sponsor and should be approved by City staff. Prior to issuance of a temporary permit of building occupancy, the project sponsor should execute an agreement with the San Francisco Planning Department for the provision of TDM services.

#### ***Project Improvement Measure 2 – Pedestrian Audible and Visible Warning Devices***

While the proposed project would not result in any significant pedestrian impacts, it should be noted that Bryant Street is a major pedestrian route to and from the project site, as well as to and from neighborhood-serving commercial uses and transit service in the 16<sup>th</sup> Street corridor. To minimize the potential for conflict between vehicles exiting the project site and pedestrians along Bryant Street, the project sponsor should install audible and visible warning devices to alert pedestrians of the outbound vehicles departing the North Building garage.

#### ***Project Improvement Measure 3 – Freight Loading Management Measures***

While the proposed project would not result in any significant freight / service impacts, to minimize the potential for conflicts between loading freight / service vehicles serving the project site, the project sponsor should implement the following improvement measures:

- *Schedule and Coordinate Loading Activities.* Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the proposed off-street freight loading spaces. All regular events requiring use of the off-street freight loading spaces (e.g., retail deliveries, building service needs) should be coordinated directly with building management. Building management should also be proactively involved in coordinating move-in and move-out activities for building residents and tenants to ensure that these activities can be accommodated in the off-street freight loading spaces or in nearby on-street commercial loading zones or parking spaces.
- *Discourage Illegal Parking.* Trucks and other vehicles conducting freight loading / service vehicle activities should be discouraged from parking illegally or otherwise obstructing traffic, transit, bicycle, or pedestrian flow along any of the streets immediately adjacent to the building (18th Street, Bryant Street, or Florida Street). Building management should also be proactively involved in coordinating move-in and move-out activities for building residents and tenants to ensure that these activities do not disrupt bicycle and pedestrian circulation.

***Project Improvement Measure 4 – Construction Traffic Management Measures***

While the proposed project would not result in any significant construction impacts, to minimize disruptions to traffic, transit, bicycle, and pedestrian circulation during construction of the project, the proposed project should implement the following improvement measures:

- *Limit Hours of Construction-Related Traffic.* Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday a.m. and p.m. peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) (or other times, if approved by the San Francisco Municipal Transportation Agency [SFMTA]).
- *Coordinate Construction Projects.* Construction contractor(s) should coordinate construction activities with other potential projects that may be constructed in the vicinity of the project site.
- *Alternative Transportation for Construction Workers.* Construction contractor(s) for the project should encourage construction workers to make use of alternative modes of transportation (transit, rideshare, biking, or walking) when traveling to and from the construction site.

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m. would coincide with commute-period travel patterns and could result in minor disruptions to traffic, transit, bicycle, or pedestrian circulation on streets adjacent to the project site, although these effects would be considered a less than significant impact. Limiting truck movements to avoid these hours (or other times, if approved by SFMTA) would minimize these effects.

Construction contractor(s) for the project would need to meet with SFMTA, the Fire Department, the Planning Department, and other City agencies to determine feasible measures to minimize disruptions to traffic, transit, bicycle, and pedestrian circulation during construction of the project. In addition, the temporary increase in vehicle parking demand generated by construction workers would need to be met on-site or within other off-site parking facilities to be determined by the construction contractor(s).

***Project Improvement Measure 5 – Driveway Queue Monitoring and Abatement***

While parking is discussed for informational purposes only and is not considered in determining if the proposed project has the potential to result in significant environmental effects, to minimize the impacts of the parking shortfall and potential for vehicles to queue on Bryant Street, the project sponsor should implement following improvement measure:

- *Driveway Queue Monitoring and Abatement.* It should be the responsibility of the owner / operator of the off-street parking facility to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner / operator of the parking facility shall employ abatement methods as needed to abate the queue.

Suggested abatement methods include, but are not limited to, the following: redesign of facility layout to improve vehicle circulation and / or on-site queue capacity; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and / or parking demand management strategies such as parking pricing schemes.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner / operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the San Francisco Planning Department for review. If the San Francisco Planning Department determines that a recurring queue does exist, the facility owner / operator shall have 90 days from the date of the written determination to abate the queue.