



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.0135E
 Project Title: 111 Townsend Street
 Zoning: MUO (Mixed Use Office Zoning District)
 105-F Height and Bulk District
 Block/Lot: 3794/014
 Lot Size: 6,854 square feet
 Plan Area: East SoMa of the Eastern Neighborhoods Plan Area
 Project Sponsor: Harvey Hacker, (415) 957-0579
 Staff Contact: Rachel A. Schuett – (415) 575-9030, Rachel.Schuett@sfgov.org

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PROJECT DESCRIPTION:

The proposed project is a change of use and alteration. The use would change from the existing 22,884-sq. ft. manufacturing use (currently vacant) to a 16,786-sq. ft. office use with 6,098 sq. ft. of ground floor commercial (proposed restaurant). Alterations include: interior seismic reinforcement; removal of existing steel mono-pitch roof and supporting columns and replacement with flat clear-span roof; new passenger elevator including overrun penthouse; two new fire stairs with roof access penthouse; new plumbing, mechanical, and electrical systems; new front door and storefront; and replacement of rear windows.

EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

REMARKS:

(See next page.)

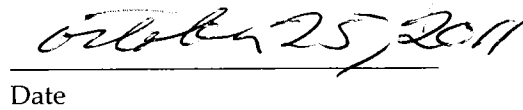
DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.



 BILL WYCKO

Environmental Review Officer



 Date

cc: Harvey Hacker, Project Contact
 Richard Sucre, Neighborhood Planning Division
 Virna Byrd, M.D.F.

Supervisor Jane Kim, District 6
 Exemption/Exclusion File

PROJECT DESCRIPTION (CONTINUED):

The project sponsor has not proposed any parking or curb cuts.

The existing curb cut in front of the project site would likely be closed so that no curb cut exists in front of the project site.

REMARKS:

California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR; and d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

As described further, below, the proposed project would generally conform with the East SoMa Area Plan, and the existing zoning, and would not require any variances or Conditional Use Authorizations.

This determination evaluates the potential project-specific environmental effects peculiar to the 111 Townsend Street change of use and alteration project described above, and incorporates by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final EIR (Eastern Neighborhoods Final EIR) (Case No. 2004.0160E; State Clearinghouse No. 2005032048). Project-specific studies summarized in this determination were prepared for the proposed project at 111 Townsend Street as necessary to determine if there would be significant impacts attributable to the proposed project. These studies examined the proposed project's potential environmental effects associated with historic resources, as well as hazardous materials and geologic hazards.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods Final EIR. This determination does not identify new or additional information that would alter the conclusions of the Eastern Neighborhoods Final EIR. This determination also identifies mitigation measures contained in the Eastern Neighborhoods Final EIR that would be applicable to the proposed project at 111 Townsend Street. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods is included below, as well as an evaluation of potential environmental effects.

Background

In December 2008, after several years of analysis, community outreach, and public review, the Eastern Neighborhoods Area Plans were adopted, including a plan for East SoMa, where the project site is

located. The Eastern Neighborhoods Area Plans were adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Plans also included changes to existing height and bulk districts in some areas, however, no such change was proposed or adopted for the project site at 111 Townsend Street.

During the Eastern Neighborhoods adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Final EIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.¹

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments.

The Eastern Neighborhoods Final EIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the Final EIR.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for Production, Distribution, and Repair (PDR) employment and businesses. Among other topics, the Eastern Neighborhoods Final EIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

The project site, as a result of the Eastern Neighborhoods, has been rezoned to Mixed Use Office Zoning District (MUO), from Service/Secondary Office District.

The MUO is designed to encourage office uses and housing, as well as small-scale light industrial and arts activities. (*San Francisco Planning Code* Section 842). As such, the office and commercial/retail uses proposed for the project site are consistent with the MUO zoning.

The zoning district (MUO) does not require off-street parking for non-residential uses. MUO zoning permits parking up to seven percent of the gross floor area of office uses and subject to the pricing

¹ San Francisco Planning Commission Motion 17659, August 7, 2008. http://www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf

conditions of Section 155(g). Parking above this amount is not permitted. The project vicinity has metered, on-street parking, and is one block from the N and T Muni lines.

The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in this determination on page 5, under Land Use. The 111 Townsend Street site, which is located in the East SoMa Area of the Eastern Neighborhoods, was designated and envisioned as a site with a building up to 105 feet in height and containing residential, commercial and office uses.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed alterations and change of use at 111 Townsend Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods Final EIR. Further, this determination finds that the Eastern Neighborhoods Final EIR adequately anticipated and described the impacts of the proposed 111 Townsend Street project, and identified the mitigation measures applicable to the 111 Townsend Street project. The proposed project is also consistent with the zoning controls for the project site. Therefore, no further CEQA evaluation for the 111 Townsend Street project is necessary.

Potential Environmental Effects

The Eastern Neighborhoods Final EIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods project. The proposed 111 Townsend Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods Final EIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods. Thus, the project analyzed in the Eastern Neighborhoods Final EIR considered the incremental impacts of the proposed 111 Townsend Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods Final EIR. Topics for which the Final EIR identified a significant program-level impact are addressed in this Certification of Determination while project impacts for all other topics are discussed in the Community Plan Exemption Checklist, included as Attachment A.²

Land Use

The proposed project would renovate the existing industrial building and would involve a change of use from industrial to office with ground-floor commercial. The finished building would consist of approximately 16,786 square feet (sf) of office use with approximately 6,098 sf of ground floor commercial (proposed restaurant). No parking spaces are currently provided, and none are proposed. The MUO zoning district does not require off-street parking for commercial or office uses. The existing building is consistent with the height and bulk controls, and would continue to be consistent with the

² San Francisco Planning Department, Community Plan Exemption Checklist, 111 Townsend Street, October 18, 2011. This document is on file and is available for review as part of Case File No. 2011.0135E at 1650 Mission Street, Suite 400, San Francisco, CA.

height and bulk controls with the proposed project. Further, the project would not substantially impact upon the existing character of the vicinity and would not physically divide an established community.

The Eastern Neighborhoods Final EIR identified an unavoidable significant land use impact due to the cumulative loss of PDR. The existing building is an approximately 22,884 square foot (sf) vacant industrial building. Therefore, the total existing PDR building space on the project lot is about 22,884 sf. The proposed project would convert the building from PDR space to office and commercial, resulting in a loss of 22,884 sf. Given that the proposed project would account for about 0.1 percent of the overall PDR land and building space assumed to be converted to other uses, it would be within the significant land use impact identified in the Eastern Neighborhoods EIR. Moreover, the proposed project's contribution to PDR loss citywide is not considerable in relation to existing and future industrial land supply.

In addition, Citywide Planning and Current Planning have determined that the proposed project is consistent with the East SoMa Area Plan and satisfies the requirements of the General Plan and the Planning Code. Therefore, the project is eligible for a Community Plan exemption.^{3,4}

Archeological Resources

The Eastern Neighborhoods Final EIR identified a significant impact related to archeological resources and determined that *Mitigation Measures J-1: Properties with Previous Studies*, *J-2: Properties With No Previous Studies*, and *J-3: Mission Dolores Archeological District* would reduce effects to a less-than-significant level.

The project site is located outside Archeological Mitigation Zone A and B, and no previous studies have been conducted on the project site. A geotechnical analysis was prepared for the proposed project site in November 1997.⁵ The geotechnical analysis included subsurface exploration including a hand excavated test pit at the front of the structure, and a soil boring at the rear of the structure. The geotechnical analysis recommended a conventional spread footing foundation, which is proposed as part of the project. As a result, the depth to excavation would be four feet below ground surface (bgs). A Preliminary Archeological Review Checklist memorandum was prepared for the proposed project.⁶ The memorandum states that given the shallow depth to excavation, no significant archeological resources are expected within the effected soils; therefore no mitigation is necessary.

³ Sarah Dennis-Phillips, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 111 Townsend Street. This document is on file and available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁴ Kelley Amdur, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 111 Townsend Street. This document is on file and available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁵ Earth Mechanics Consulting Engineers, Geotechnical Investigation, Proposed Improvements to Structure at 111 Townsend, San Francisco, California, November 28, 1997. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁶ Randall Dean, MEA archeologist, memorandum to Rachel Schuett, MEA planner, May 25, 2011. This memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0135E.

Historic Architectural Resources

A Historic Resources Evaluation Report was prepared for 111 Townsend in March 2011.⁷ According to the report, the building is known as the C.A. Tilden Building or the Rohr Building, and was originally used as a warehouse, owned by the Warehouse Investment Company, and leased by the Wright Wire Company. The building was constructed in 1911 or 1912 as infill between two pre-existing structures. The east and west walls of the building are party walls, shared with Block 3794/Lot 15 and Block 3794/Lot 10, respectively. The floor beams of the building are supported by party walls and interior columns. The most significant post-occupancy changes were the addition of a third floor and a mono-pitch steel-framed, corrugated metal roof in 1929, and the addition of elevator(s) in the 1980's.

A Historic Resource Evaluation Response (HRER) was prepared by the Planning Department March 14, 2011.⁸ The March 2011 HRER serves as the source for the following historical resources discussion. The building at 111 Townsend Street is listed as contributory to the South End Historic District, which is listed in the National Register of Historic Places, the California Register of Historical Resources, and is designated under Article 10 of the San Francisco Planning Code. The period of significance for the district is 1867 to 1935.

The subject property is considered a "Category A1" (Resources Listed On Or Formally Determined To Be Eligible For The California Register) property for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures⁹ due to its inclusion within a designated historic district and recognition as a "qualified historic resource." The building has been evaluated in accordance with Section 15064 of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024 of the California Public Resources Code. The 111 Townsend Street building is a historical resource for the purposes of CEQA, but does not appear to be individually eligible on the California Register.

The proposed project would result in alterations to the building, and the building is a contributor to a historic district. Therefore, the Planning Department concluded that, the proposed project would cause a less than significant impact to historic resources. The proposed project would replace the existing, non-contributing steel roll-up vehicle door with a recessed, glazed storefront, but would involve no other substantive changes on the main façade; it would also include interior changes such as a seismic upgrade and replacement of portions of the structure not visible from the street. The proposed design would conform to all aspects of the *Secretary of the Interior's Standards for Rehabilitation*, per applicable Standards 2, 5, and 9, as concluded in the March 14, 2011 HRER.¹⁰

⁷ Knapp Architects, Historic Resource Evaluation Report 111 Townsend Street, San Francisco, California, March 2011. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁸ Historic Resource Evaluation Response: 111 Townsend Street from Richard Sucre, Preservation Planner to Andrea Contreras, Environmental Planner, dated March 14, 2011. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁹ San Francisco Preservation Bulletin No. 16, City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources, Draft-March 18, 2008. Available at <http://www.sfgov.org/planning>.

¹⁰ Historic Resource Evaluation Response: 111 Townsend Street from Richard Sucre, Preservation Planner to Andrea Contreras, Environmental Planner, dated March 14, 2011. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

The proposed project would conform with the Secretary of the Interior's Standards, and would retain and preserve the character-defining features of the building that qualify the property as a contributing resource to the South End Historic District. The proposed project does not involve any new additions or significant alterations that would affect the character of the surrounding historic district. Further, the proposed project maintains the historic integrity of the subject property and would not impact the building's status as a contributing resource to the South End Historic District. Therefore, no impacts to any off-site historical resources in the immediate vicinity could be affected by the proposed project.

Eastern Neighborhoods Final EIR *Mitigation Measure K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area* required that projects involving new construction over 50 feet, or construction that results in an increased building envelope with a height that is equal to or exceeds 50 feet, or an increased building envelope with a height 10 feet taller than adjacent age-eligible buildings (as measured by the *Planning Code*), be forwarded to the Historic Preservation Commission (HPC) for review and comment during a regularly scheduled hearing. However, since all of the historic surveys in the Eastern Neighborhoods Plan Area have now been completed and adopted by the HPC, interim procedures are no longer necessary and *Mitigation Measure K-1* is no longer applicable.

The Eastern Neighborhoods Final EIR *Mitigation Measure K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)* was crafted to reduce potential adverse effects to contributory structures within the South End Historic District to a less than significant level. Appendix I, Sections 1 – 9 were added to Article 10 of the Planning Code via Ordinance 104-90 on March 23, 1990. The language of *Mitigation Measure K-2* was added Article 10, Appendix I, Section 10 of the *Planning Code* via Ordinance 298-08, File No. 081153 on December 19, 2008. Since *Mitigation Measure K-2* has been codified in the *Planning Code*, it is no longer necessary as a mitigation measure.

Transportation

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.¹¹ The proposed project would generate about 1,524 person trips (inbound and outbound) on a weekday daily basis, consisting of 974 person trips by auto, 205 transit trips, 303 walk trips and 42 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 71 vehicle trips (accounting for vehicle occupancy data for this Census Tract), 57 of which are related to the proposed retail portion of the project. The retail portion of the project may include a restaurant. The trip generation rate for a restaurant use is considerably higher than the trip generation rate for retail; therefore, the trip generation rate for restaurant use was used in the calculation. Given proximity of the project site to transit (discussed further below), and given the use of the restaurant trip generation rate, this is likely a conservative estimate of vehicle trips.

The estimated 71 new p.m. peak hour vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with

¹¹ Rachel Schuett, San Francisco Planning Department, *Transportation Calculations*, July 1, 2011. These calculations are available for review as part of Case File No. 2010.0787E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco.

The Eastern Neighborhoods Rezoning and Area Plans EIR examined four intersections in the East SoMa Area where the project site is located, including; Brannan/Second Streets, Third/King Streets, Sixth/Brannan Streets, and Seventh/Harrison Streets. Available intersection LOS data for the local intersections for the baseline¹² condition indicated that the Brannan/Second Street intersection operated at LOS B during the weekday p.m. peak hour; Third/King Street intersection currently operates at LOS D during the weekday p.m. peak hour; the Sixth/Brannan Street intersection operates at LOS E during the weekday p.m. peak hour; and the Seventh/Harrison Street intersection at LOS B during the weekday p.m. peak hour.¹³

With implementation of the Eastern Neighborhoods Rezoning and Area Plans the Brannan/Second Street intersection (one block away) is anticipated to remain at LOS B under 2025 weekday p.m. peak hour conditions; the Third/King Street intersection (one block away) is anticipated to change from LOS D to LOS F; the Sixth/Brannan Street intersection (five blocks away) is anticipated to change from LOS E to LOS F; and the Seventh/Harrison Street intersection (eight blocks away) would change from LOS B to LOS E or LOS F. As a result, the Eastern Neighborhoods Final EIR identified a significant impact under 2025 weekday p.m. peak hour at the Third/King, Sixth/Brannan, and Seventh/Harrison Street intersections.

Third/King Street. The intersection of Third/King operated at LOS D with 43.7 seconds of delay under existing (baseline)¹⁴ conditions and would deteriorate to LOS F under 2025 weekday p.m. peak hour operating conditions under all Plan options. Third/King would also deteriorate to LOS F under 2025 No Project conditions, indicating that the background growth in the surrounding area is expected to reduce the intersection operations to LOS F, even without the implementation of the rezoning associated with the Eastern Neighborhoods.

Sixth/Brannan. The Sixth/Brannan Street intersection operated at LOS E with 67.4 seconds of delay under existing (baseline) conditions and would deteriorate to LOS F under 2025 weekday p.m. peak hour operating conditions under all Plan options. Sixth/Brannan would also deteriorate to LOS F under 2025 No Project conditions, indicating that, like Third/King Street, the background growth is expected to cause intersection operations to be reduced to LOS F.

Seventh/Harrison Street. The intersection of Seventh/Harrison operated at LOS B with 19.6 seconds of delay under existing (baseline) conditions and would deteriorate to LOS F under Plan Options A and B.

¹² Traffic counts to establish baseline conditions in the Eastern Neighborhoods Area Rezoning and Area Plans Transportation Impact Study were completed in 2006. San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009. File No. 2004.0160E.

¹³ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009. File No. 2004.0160E.

¹⁴ Traffic counts to establish baseline conditions in the Eastern Neighborhoods Area Rezoning and Area Plans Transportation Impact Study were completed in 2006. San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009. File No. 2004.0160E.

Under Plan Option C, the intersection LOS would be reduced to LOS E with 75.2 seconds of delay. Seventh/Harrison would also deteriorate to LOS E under 2025 No Project conditions. Similar to Third/King and Sixth/Brannan, the LOS at the Seventh/Harrison intersection would be reduced by background growth, without the implementation of rezoning associated with Eastern Neighborhoods, which would cause a further reduction of LOS at the intersection.

The Eastern Neighborhoods Final EIR identified a significant impact under the weekday p.m. peak hour at Third/King, Sixth/Brannan, and Seventh/Harrison. A significant impact would occur at all three intersections under the 2025 No Project conditions. Therefore, these conditions would occur with or without the project, and the proposed project's contribution of 71 p.m. peak hour vehicle trips distributed among local intersections would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' projects, should they be approved, or under the growth anticipated for the area. Further, the vehicle trips to surrounding intersections associated with the proposed project are not anticipated to substantially increase traffic volumes at these or other nearby intersections, nor substantially increase average delay that would cause these intersections to deteriorate to unacceptable levels of service. Moreover, the proposed project is consistent with the development assumed in the area and would not result in a significant impact beyond that identified in the Eastern Neighborhoods EIR.

Under the Eastern Neighborhoods Final EIR, no specific mitigation measures were proposed for Third/King Street, Sixth/Brannan Street, or Seventh/Harrison Street intersections and a Statement of Overriding Considerations related to the significant and unavoidable cumulative (2025) traffic impacts was adopted as part of the EIR Certification and project approval on January 19, 2009. Since the proposed project would not contribute significantly to 2025 Cumulative conditions, it would therefore, not have any significant cumulative traffic impacts, nor would it result in traffic impacts peculiar to the project.

Transit

As indicated above, the proposed project is estimated to add 205 daily transit person trips, of which 25 are estimated to occur in the p.m. peak hour. Given the proximity of San Francisco Giants ballpark, and the Caltrain Depot, the project site is located in a transit-rich area. The project site is served by several local and regional transit lines including Muni bus lines 10, 30, 45, 47, 76, 80X, 81X, and 82X, Muni rail lines N-Judah and T-Third, and Caltrain, as well as BART, at Market Street.

The Eastern Neighborhoods Final EIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership due to the change from 2025 No-Project operating conditions for Muni lines 10 and 47, which provide service to the project site, under all Eastern Neighborhoods rezoning options. Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above lines were found to be significant and unavoidable and a Statement of Overriding Considerations with findings was adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009. The proposed project would not conflict with the implementation of these mitigation measures, and it is likely the significant

and unavoidable cumulative transit conditions would occur with or without the proposed project. The proposed project's contribution of 25 p.m. peak hour transit trips would not be a substantial proportion of the overall transit volume generated by Eastern Neighborhood projects, should they be approved. This contribution would be within the additional ridership assumed in the EIR and would not be a significant impact peculiar to the project.

Parking

The project site is currently a vacant industrial building with no off-street parking spaces provided, and none proposed as part of the project. Metered spaces are typically provided on both sides of the larger streets in East SoMa, while many of the smaller mid-block streets allow parking only on one side. The zoning district (MUO) does not require off-street parking for non-residential uses. MUO zoning permits parking up to seven percent of the gross floor area of office uses and subject to the pricing conditions of Section 155(g). Parking above this amount is not permitted. Based on the methodology presented in the 2002 *Transportation Guidelines*, on an average weekday, the demand for parking would be 86 spaces. The parking demand is split between the proposed retail (restaurant) and office uses, with 46 spaces assigned to retail, and 40 spaces assigned to office. Thus, the project would have an unmet parking demand of 86 spaces.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. However, this report presents a parking analysis to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the proposed project.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project area is well-served by local public transit Muni lines 10, 30, 45, 47, 76, 80X, 81X, and 82X, Muni rail lines N-Judah and T-Third, and Caltrain; and bike lanes (5, 11, 23 and 30), which provide alternatives to auto travel.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Access

Pedestrian and vehicular access to and from 111 Townsend are via Townsend Street. In the vicinity of the project site, Townsend Street is a three-lane, two-way street with parallel parking on both sides, and a bike lane in each direction. Townsend Street is a designated bike route. Emergency access to the project site would not be changed by the proposed project. There are bus stops at the corner of Second and Townsend Streets. Sidewalks and on-street parking are present on both sides of the street. The nearest transit preferential streets are Third, Fourth, King, Bryant, and Harrison Streets. Garbage pickup would continue to occur from the curb on Townsend Street.

Loading

There is an extant curb cut on the east portion of the northern property line, and a metered parking space on the west portion. The existing roll-up door would be replaced with a new storefront window and entrance. The curb cut may remain, or may be filled in. Based on the *SF Guidelines*, the proposed project would generate an average loading demand of 0.23 truck-trips per hour. *Planning Code* Section 152.1 requires off-street loading for office development over 10,000 square feet (sf) at a rate of 0.1 spaces per square foot and does not require off street loading spaces for retail use less than 10,000 square feet. Therefore, 0.2 off-street loading spaces are required for the proposed project, based on 16,786 sf of office use and 6,089 sf of retail use. Per the rules for calculation of spaces in *Planning Code* Section 153, no off-street loading spaces are required since the calculated requirement is less than 0.5 spaces.

Construction staging for the proposed project would occur on the project site, and construction loading activities would be limited to the existing adjacent loading area (extant curb cut) on Townsend Street.

Pedestrian and Bicycle Conditions

The proposed project would generate approximately 38 p.m. peak-hour pedestrian trips. The proposed project would not cause a substantial amount of pedestrian and vehicle conflict, as there are adequate sidewalk and crosswalk widths. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns.

Several bicycle facilities are located in the vicinity of the project site, including Routes 23, 11, and 5. Route #23 runs adjacent to the project site, however, no new curb cuts are proposed. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle travel in the area. Given that no new curb cuts are proposed, there

would be no net increase in potential vehicle/bicycle conflicts related to vehicles turning into the project site.

The recently amended (Board of Supervisors Ordinance No. 129-06) *Planning Code* Section 155.5 requires provision of one bicycle spaces, showers, and locker facilities for new buildings or building undergoing major renovations. However, since the proposed project is not considered a 'major renovation,' Section 155.5 requirements do not apply. In conclusion, the proposed project would not substantially increase pedestrian and bicycle hazards.

Noise

Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential and commercial uses are common and generally accepted in urban areas. The noise generated by the occupants of the proposed project would not be considered a significant impact of the proposed project. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The *San Francisco General Plan* noise guidelines indicate that any new retail, commercial or office development in areas with noise levels above 70 dBA¹⁵ should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements must be done and needed noise insulation features included in the design. According to the Eastern Neighborhoods Final EIR, noise levels on Townsend Street, adjacent to the project site are between 60 and 65 dBA.¹⁶ Just beyond the project boundaries, the existing street noise levels increase to 65 to 70 dBA. The Land Use Compatibility Chart for Community Noise¹⁷ indicates that for office and commercial use, up to 70 dBA is considered a "satisfactory" noise level, which is not subject to any special noise insulation requirements.

The Eastern Neighborhoods Final EIR also identified significant impacts related to siting new sensitive receptors near existing noise-generating uses and/or excessive traffic noise, and siting new noise-generating uses near existing sensitive receptors. However, since the 111 Townsend Street project, a change of use and building alteration is not considered new development, and the project does not involve siting new sensitive receptors or new noise-generating uses, *Mitigation Measures F-3, F-4 and F-5* from the Eastern Neighborhoods Final EIR are not applicable.

¹⁵ The dBA, or A weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

¹⁶ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009, Figure 18, Page 307. File No. 2004.0160E.

¹⁷ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009, Figure 19, Page 311. File No. 2004.0160E.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) 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 DPW 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 7 months, occupants of the nearby properties could be disturbed by construction noise and possibly vibration. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise 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 obliged to comply with the City's Noise Ordinance.

The Eastern Neighborhoods identified a significant impact related to construction noise that would include pile driving and determined that *Mitigation Measure F-1: Construction Noise* would reduce effects to a less-than-significant level. Since construction of the proposed project does not require pile driving, *Mitigation Measure F-1* is not applicable to the proposed project.

Air Quality

Air quality impacts generally fall into two categories: impacts from project operations and impacts from project construction. The proposed project would renovate an existing building, which is not currently in active use. Air quality impacts from the proposed project were analyzed based on the Bay Area Air Quality Management District's (BAAQMD's) *2010 CEQA Air Quality Guidelines*¹⁸ and potential air quality impacts analyzed against the BAAQMD's CEQA thresholds of significance. The project's operational and construction-related impacts are discussed further below.

It should be noted that the Eastern Neighborhoods EIR was published prior to the adoption of the BAAQMD's *2010 CEQA Air Quality Guidelines*, therefore some additional discussion is provided beyond the analysis in the Eastern Neighborhoods EIR.

Operational Impacts. Operational emissions associated with the proposed project would primarily result from new vehicle trips. The change of use at the project site would be anticipated to result in 535 daily vehicle trips, or a net increase of 535 vehicle trips over existing conditions, since the building is currently vacant. These additional vehicle trips would not result in a substantial increase in criteria air pollutants,

¹⁸ Bay Area Air Quality Management District, CEQA Guidelines June 2010. Updated May 2011.

PM2.5, or other toxic air contaminants. Furthermore, the proposed project, at 22,884 square feet is well below screening levels identified by BAAQMD^{19,20} and does not require additional quantitative analysis of criteria air pollutant emissions.²¹

Construction Impacts. Renovation of the site would generate criteria air pollutants, PM2.5, and other toxic air contaminants resulting from construction vehicles and equipment. The BAAQMD 2010 CEQA Air Quality Guidelines screening thresholds were consulted to determine whether the proposed project would require additional air quality analysis. With respect to criteria air pollutant emissions, the proposed project would be well below the BAAQMD screening levels and therefore quantitative analysis of criteria air pollutants is not required and the proposed project would not exceed the BAAQMD’s criteria air pollutant thresholds of significance.²²

Given that sensitive receptors (largely residential developments) exist within 1,000 feet of the project site, and given the proposed use of a crane during the construction phase of the proposed project, the Planning Department determined that further analysis of the project’s construction activities was needed. Emissions from construction activities were quantified, as shown in Table 1, below. The calculations indicated that construction-related activities would result in PM2.5 emissions and health risks well below BAAQMD CEQA significance threshold, as shown in Table 1, below.

Table 1. Construction-related PM2.5 and health risk emissions

	Excess Cancer Risk per One Million	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	PM2.5
Project Construction	0.33	0.0008	0.27	0.003
BAAQMD Significance Thresholds	10	1.0	1.0	0.3
Project Exceeds Threshold (Y/N)	N	N	N	N

No major construction projects are anticipated in proximity to the project site during the construction phase of the proposed project. Therefore, the project’s construction-period emissions would not cumulate with other construction emissions.

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Eastern Neighborhoods Final EIR identified a significant impact related to construction air quality and determined that *Mitigation*

¹⁹ The Operational Criteria Air Pollutants and Precursor Screening Level Sizes for general office building uses is 346,000 square feet (sf), and for quality restaurant use is 47,000 sf for NO_x emissions.

²⁰ Bay Area Air Quality Management District, *CEQA Guidelines June 2010*. Updated May 2011. Table 3-1, Page 3-2.

²¹ Bay Area Air Quality Management District, *CEQA Guidelines June 2010*. Updated May 2011. Table 3-1, Page 3-2.

²² Bay Area Air Quality Management District, *CEQA Guidelines June 2010*. Updated May 2011. Table 3-1, Page 3-2.

Measure G-1: Construction Air Quality would reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts would be less than significant. Since the project is required to comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction air quality and *Mitigation Measure G-1* is not applicable.

The Eastern Neighborhoods Final EIR identified significant impacts related to siting sensitive receptors near Potential Roadway Exposure Zones, siting sources of diesel particulate matter (DPM) and/or toxic air contaminants (TACs) emissions. However, since the proposed project does not involve siting new sensitive receptors or sources of DPM or TACs; therefore *Mitigation Measures G-2, G-3, and G-4* from the Eastern Neighborhoods Final EIR are not applicable.

Greenhouse Gas Emissions

Greenhouse Gases. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).²³

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.²⁴

²³ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

²⁴ California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed July 13, 2011.

The California Air Resources Board (ARB) estimated that in 2008 California produced about 478 million gross metric tons of CO₂E (MMT_{CO2E}).²⁵ The ARB found that transportation is the source of 37 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 24 percent and industrial sources at 19 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.²⁶ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMT_{CO2E} emitted in 2007.²⁷ Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.²⁸

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. The Natural Resources Agency adopted OPR's CEQA guidelines on December 30, 2009, amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Specifically, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. OPR's amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

Project Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.²⁹ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes and are therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during their construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on the project site by replacing the existing vacant industrial use with office and retail (restaurant) uses. Therefore, the proposed project would contribute to

²⁵ California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2008 — by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf. Accessed March 13, 2011.

²⁶ California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2008 — by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf. Accessed March 13, 2011.

²⁷ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed July 13, 2011.

²⁸ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed July 13, 2011.

²⁹ Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and building operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

San Francisco has been actively pursuing cleaner energy, alternative transportation, and solid waste policies, many of which have been codified into the regulations listed above. In an independent review of San Francisco's community-wide emissions it was reported that San Francisco has achieved a 5 percent reduction in community-wide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.³⁰

As infill development, the proposed project would be constructed in an urban area with good transit access, reducing regional vehicle trips and vehicle miles traveled. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the proposed project and that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, the proposed project's GHG emissions would result in a less than significant impact.

Consistency with Applicable Plans. Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

Assembly Bill 32. In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires the ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, the ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.³¹ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT_{CO2E}) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see table below). The ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.³² Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

³⁰ *City and County of San Francisco: Community GHG Inventory Review*. August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

³¹ ARB, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed July 13, 2011.

³² California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed July 13, 2011.

GHG Reductions from the AB 32 Scoping Plan	
Reduction Measures	GHG Reductions (MMT CO2E)
Reduction Measures By Sector	
Transportation	62.3
Electricity and natural gas	49.7
Industry	1.4
Landfill methane control measure (discrete early action)	1
Forestry	5
High global warming potential GHGs	20.2
Additional reductions needed to achieve the GHG cap	34.4
Total	174
Other Recommended Measures	
Government operations	1-2
Agriculture - methane capture at large dairies	1
Methane capture at large dairies	1
Additional GHG Reduction Measures	
Water reduction measures	4.8
Green buildings measures	26
High recycling/zero waste measures: commercial recycling, composting, anaerobic digestion, extended producer responsibility, and environmentally preferable purchasing	9
Total	42.8-43.8

Source: ARB, California's Climate Plan: Fact Sheet, "Balanced and Comprehensive Mix of Measures."

AB 32 also anticipates that local government actions will result in reduced GHG emissions. The ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves, and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions. This is because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by the ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years, and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy. In addition to the State’s GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City’s Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies, and regulations highlight some of the main components of San Francisco’s GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions.³³ The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 45 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department’s activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City’s applicable General Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project’s impact on the City’s GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the “transit first” policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City’s reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and

³³ San Francisco Department of the Environment and San Francisco Public Utilities Commission, Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions, September 2004.

parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 45 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has developed the Draft 2011 Draft Climate Action Strategy (CAS) for San Francisco's Transportation System and the FY 2009-2010 Departmental Climate Action Plan (DepCAP) outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water,

reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 545,000, and increasing green power generation by 37,000 megawatt hours.³⁴

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition, and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments, and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. The ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the “Pavley” standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both.

Some of the Scoping Plan measures are at least partially applicable to development projects, such as increasing energy efficiency in new construction, installation of solar panels on individual building roofs, and a “green building” strategy. As evidenced above, the City has already implemented several of these measures that require local government action, such as the Green Building Ordinance, a zero waste strategy, the Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and others not listed) collectively comprise San Francisco’s GHG reduction strategy and continue San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. The City's GHG reduction strategy also furthers the State's efforts to reduce statewide GHG emissions as mandated by AB 32.

The proposed project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan; that the City's GHG reduction strategy includes

³⁴ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

binding, enforceable measures to be applied to development projects, such as the proposed project; and that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, the proposed project would not conflict with either the state or local GHG reduction strategies. In addition, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would have a less-than-significant impact with respect to GHG emissions.

In summary, the project proposes to replace the existing vacant industrial use with office and retail (restaurant) uses. The proposed project would contribute to the cumulative effects of climate change by emitting greenhouse gases (GHGs) during construction and operational phases. Construction of the proposed project is estimated at approximately 7 months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations. The project site is located within the East SoMa area plan analyzed under the Eastern Neighborhoods Rezoning EIR. The Eastern Neighborhoods Rezoning EIR assessed the GHG emissions that could result from rezoning of the Mission 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 carbon dioxide equivalents (CO₂E)³⁵ per service population³⁶, respectively.³⁷ The Eastern Neighborhoods EIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. The Eastern Neighborhoods EIR adequately addressed greenhouse gas emissions and the resulting emissions were determined to be less than significant. Therefore, the project would not result in any significant impacts related to GHG emissions.

Hazardous Materials

ACC Environmental Consultants conducted a Phase I Environmental Site Assessment (ESA) at the project site in November of 1997.³⁸ This assessment was performed to provide a record of the conditions at the subject property and to evaluate what, if any, environmental issues exist at the site. The ESA assessed the potential for adverse environmental impacts from the current and historical practices on the site and the surrounding area. An update to the Phase I ESA was conducted by John Carver Consulting in August 2007.³⁹ The update was conducted as due diligence for a potential real estate transaction and was not warranted due to a known change in the site or surrounding conditions.

³⁵ Greenhouse gas emissions are typically measured in CO₂E, or carbon dioxide equivalents. This common metric allows for the inclusion of the global warming potential of other greenhouse gases. Land use projects, such as this, may also include emissions from methane (CH₄) and nitrous oxide (N₂O), therefore greenhouse gas emissions are typically reported at CO₂E.

³⁶ SP= Service Population. Service population is the equivalent of total number of residents + employees.

³⁷ *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*. April 20, 2010. Memorandum from Jessica Range, MEA to MEA staff. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population metric.

³⁸ ACC Environmental Consultants, *Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, November 13, 1997. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

³⁹ John Carver Consulting, *Update of Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, August 14, 2007. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

The past use of the subject site consists of the San Francisco Gas and Light Company, JM Hammond and Company, a wholesale wire and cable company, the Firestone Tire and Rubber Company, a paper manufacturer, a plastic products manufacturer, the Décor Delivery Service, Durashield Press, Fartalla Flowers, and several garment manufacturers. Past and current uses of the adjoining properties and the surrounding area consist of commercial services and industrial businesses, including: manufacturers of paper, wholesale drugs, duplication machines, steel products; equipment sales and rentals; professional services, including; photographers, visual artists, word processors, a cable company, a video services company, a building maintenance company, a carpenter; a biochemical company; importers of wine and other goods; the San Francisco Fire Department Pumping Station; several warehouse operations; and other professional services.⁴⁰

Based on the Phase I ESA, there are nine small quantity generators (facilities which generate between 100 kilograms and 1,000 kilograms of hazardous waste per month) within 0.25 miles of the project site, however, none are adjacent to the project site and it is unlikely that any of these would impact the project site. Within half a mile of the proposed project site there are several sites with documented releases of hazardous substances and/or petroleum products. However, due to the locations of these documented releases and the east-southeast groundwater flow direction, there is no evidence that constituent plumes originating from these sites have migrated to the project site.⁴¹

The Phase I ESA revealed no Underground Storage Tank (UST) at the subject site, the 2,000 gallon heating oil storage tank historically present was likely removed.⁴²

During the site reconnaissance, ACC observed the presence of non-friable ACBM in the project building. Specifically, analysis of the building materials revealed the presence of asbestos in the vinyl floor tiles and adhesive located in the second floor stairwell landing. Although the presence of non-friable ACBM poses a low potential to create an adverse impact to the environment, removal was recommended.⁴³

The Eastern Neighborhoods also identified a significant impact related to Hazardous Building Materials and determined that *Mitigation Measure L-1: Hazardous Building Materials* would reduce effects to a less-than-significant level. Since the project would renovate the existing building at 111 Townsend Street, and since asbestos containing materials were identified in the project building, *Mitigation Measure L-1* applies to the project (see Project Mitigation Measure 1 on page 24 of this Certificate of Determination).

Further, the proposed project is located within the area subject to the regulations of the Maher Ordinance. However, the Maher Ordinance would only be applied if the proposed project included major renovations, change of use to sensitive receptors, or disturbance of more than 50 cubic yards of soil.⁴⁴

⁴⁰ ACC Environmental Consultants, *Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, November 13, 1997. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

⁴¹ ACC Environmental Consultants, *Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, November 13, 1997. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

⁴² ACC Environmental Consultants, *Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, November 13, 1997. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

⁴³ ACC Environmental Consultants, *Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, November 13, 1997. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

Therefore, given the nature of the proposed project, and the minimal soil disturbance, the Maher Ordinance would not apply.

Mitigation Measures

The project sponsor has agreed to implement the following mitigation measure identified in the Eastern Neighborhoods Final EIR. No other Eastern Neighborhoods EIR mitigation measures are applicable.

Project Mitigation Measure 1 – Hazardous Materials (Mitigation Measure L-1- Hazardous Building Materials in the Eastern Neighborhoods Rezoning and Area Plans Final EIR)

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

Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on June 9, 2011 to owners of properties within 300 feet of the project site and adjacent occupants. Two comments were received on the notice.

Conclusion

The Eastern Neighborhoods Final EIR incorporated and adequately addressed all potential impacts of the proposed 111 Townsend Street project. As described above, the 111 Townsend Street project would not have any additional or peculiar significant adverse effects not examined in the Eastern Neighborhoods Final EIR, nor has any new or additional information come to light that would alter the conclusions of the Eastern Neighborhoods Final EIR. Thus, the proposed 111 Townsend Street project would not have any new significant or peculiar effects on the environment not previously identified in the Final EIR for the Eastern Neighborhoods Rezoning and Area Plans, nor would any environmental impacts be substantially greater than described in the Eastern Neighborhoods Final EIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

⁴⁴ John Carver Consulting, *Update of Phase I Environmental Site Assessment, 111 Townsend Street, San Francisco, California*, August 14, 2007. This document is available for public review at 1650 Mission Street, Suite 400 in Case File No. 2011.0135E.

Attachment A Community Plan Exemption Checklist

Case No.: 2011.0135E
Project Title: 111 Townsend Street
Zoning: MUO (Mixed Use Office Zoning District)
105-F Height and Bulk District
Block/Lot: 3794/014
Lot Size: 6,854 square feet
Plan Area: Eastern Neighborhoods Plan Area, East SoMa
Staff Contact: Rachel A. Schuett – (415) 575-9030
Rachel. Schuett@sfgov.org

A. PROJECT DESCRIPTION

The proposed project at 111 Townsend is a change of use and alteration. The use would change from the existing 22,884-sq. ft. industrial use (currently vacant) to a 16,786-sq. ft. office use with 6,098 sq. ft. of ground floor commercial (proposed restaurant). Alterations include: seismic reinforcement (not visible from exterior); removal of existing steel mono-pitch roof and supporting columns and replacement with flat clear-span roof; new passenger elevator including overrun penthouse; two new fire stairs with roof access penthouse; new plumbing, mechanical, and electrical systems; new front door and storefront; and replacement of rear windows.

The project sponsor has not proposed any parking. The zoning district (MUO) does not require off-street parking for non-residential uses. MUO zoning permits parking up to seven percent of the gross floor area of office uses and subject to the pricing conditions of Section 155(g). Parking above this amount is not permitted. The project vicinity has metered, on-street parking, and is one block from the N and T Muni lines.

No curb cuts are proposed. Existing curb cut in front of project site may be closed so that no curb cut exists in front of the project site.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable Programmatic EIR (PEIR) for the plan area. Items checked "Sig. Impact Identified in PEIR" identify topics for which a significant impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would

result in impacts that would contribute to the impact identified in the PEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the PEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in PEIR." Mitigation measures identified in the PEIR applicable to the proposed project are identified in the text for each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the PEIR. Any impacts not identified in the PEIR will be addressed in a separate Focused Initial Study or EIR.

All items for which the PEIR identified a significant impact or the project would have a significant peculiar impact are also checked "Addressed Below," and are discussed.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
2. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods Final EIR evaluated three land use options “alternatives” and under each of these options, it was not anticipated that the proposed project would substantially damage the scenic resources that contribute to a scenic public setting. As a proposed rezoning and planning process the project would not directly result in any physical damage. Rather, any changes in urban form and visual quality would be the secondary result of individual development projects that would occur subsequent to the adoption of changes in zoning and community plans.

With respect to views, the Eastern Neighborhoods Final EIR found that while development pursuant to the Plan would result in height increases and use district changes, the rezoning would not substantially degrade the views and new development up to the proposed height limits may even help define the street edge and better frame urban views. The Plan would not be considered to result in a significant adverse impact with regard to views. New construction in the Project area would generate additional night lighting but not in amounts unusual in industrial zones and within developed urban areas in general. Thus, the Final EIR concluded that light and glare impacts would be less than significant.

The project sponsor proposes alterations to the existing approximately 53- foot-tall , three-story, industrial building and the change of use from 22,884-sq. ft. industrial (manufacturing) to office use with 6,098 sq. ft. of ground floor commercial (proposed restaurant).

The proposed project does include exterior alterations to building, they are: removal of existing steel mono-pitch roof and supporting columns and replacement with flat clear-span roof; new passenger elevator including overrun penthouse; new front door and storefront; and replacement of rear windows. Of these exterior alterations, only the front door, storefront, and possibly some portion of the passenger elevator overrun penthouse would be visible from the public right-of-way, and would not result in significant visual changes:

The proposed project would not change the envelope of the existing building, and the finished building would remain approximately 53 feet tall with three stories. Therefore, the proposed project would not change the visual appearance of the site, and it would not substantially degrade its visual character or quality.

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
3. 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 rezoning and Area Plans Final EIR (FEIR) was to identify appropriate locations for housing in the City's industrially zoned land to meet a citywide need for more housing. According to the FEIR, the rezoning would not create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply. Further, the change of use associated with the proposed project falls within the housing demand projected in the Eastern Neighborhoods EIR, which had no significant impacts.

The proposed project does not include housing, so there would be no direct increase in the on-site population. However, the proposed project includes a new office and retail (restaurant) use which would increase employment and could result in a slight indirect increase in population, to the extent that employees would relocate to San Francisco, from elsewhere. The 16,786 square feet (sf) of office space would likely generate about 48 employees, assuming full occupancy, and the 6098 sf of retail (restaurant) use would generate about 14 employees.¹ However, this increase in employment would not create a substantial increase in housing demand, or substantially reduce the housing supply; thus this increase in population would not be expected to have an adverse physical impact.

In addition, the proposed project would not displace substantial numbers of people because the project site currently contains a vacant building. As such, construction of replacement housing would not be necessary.

¹ Center for Analysis and Information Services, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, Association of Bay Area Governments, Working Paper 95-3. March 1995.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" 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"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
5. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
6. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
7. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" 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 checked="" 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 type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
9. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods EIR did not identify impacts associated with wind; however, significant unavoidable impacts were identified related to shadow. Specifically, the extent and duration of shadow on public parks, open spaces and sidewalks would increase with the implementation of the Eastern Neighborhoods rezoning which would result in increased height limits. No mitigation was identified to reduce this impact.

Wind

The project proposes alterations that would not alter the envelope of the existing building, and therefore the proposed project does not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the project site. As a result, the proposed project would not have any significant wind impacts.

Shadow

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The project proposes interior and exterior alterations that would not alter the envelope of the existing building. Therefore, the proposed project does not have the potential to cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission. In addition, the proposed project does not have the potential to cast new shadow on private residences or property.

In light of the above, the project would not result in a significant effect with regard to shadow, nor would the project contribute to any potential cumulative shading impacts.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
10. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods EIR did not identify impacts associated with an increase in demand for parks and recreational facilities, such that the increased demand would cause physical deterioration of such recreational resources or necessitate the construction or expansion of recreational resources.

The proposed project also does not include the provision of any new recreation or open space. The project location is currently served by South Park, Giants Promenade, South Beach Park, and China Basin Park. While employees at the project site may use the existing parks, the proposed project would be expected to generate minimal additional demand for recreational facilities. The increase in demand would not be in excess of amounts expected and provided for in the area and in the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use, and therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. Thus, the proposed project would not result in significant impacts, either individually or cumulatively, in regard to recreation facilities, nor require the construction or expansion of public recreation facilities.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
11. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
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 effects of the Eastern Neighborhoods rezoning on water demand, wastewater and solid waste generation, storm water runoff and water, wastewater and storm water conveyance systems and treatment facilities was discussed in the Initial Study for the Eastern Neighborhoods rezoning project. The Initial Study concluded that the growth anticipated under the Eastern Neighborhoods rezoning would have no impact to utilities and service systems and this topic was not further discussed in the Eastern Neighborhoods EIR.

Given that the proposed project is a change of use and minor building alterations which would not significantly change the demand for utilities and service systems, and given that the change of use would fit within the growth anticipated in the Eastern Neighborhoods EIR, no impact to utilities and services systems would occur.

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

The Initial Study for the Eastern Neighborhoods rezoning project concluded that the growth anticipated under the Eastern Neighborhoods rezoning would have no impact to public services and this topic was not further discussed in the Eastern Neighborhoods EIR.

Given that the proposed project is a change of use and minor building alterations which fits within the growth anticipated under the Eastern Neighborhoods rezoning, it would not substantially increase demand for police or fire protection services and would not necessitate new school facilities in San Francisco, thus no impact would occur.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
13. BIOLOGICAL RESOURCES—				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

The Initial Study for the Eastern Neighborhoods rezoning project did not identify any potential impacts to biological resources locally, regionally, or cumulatively given the urbanized character of the area, and this topic was not further discussed in the Eastern Neighborhoods EIR.

Here, the project site is entirely covered by the existing building located in an urbanized area which does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat, and would not interfere with any resident or migratory species. The proposed project does not involve the removal or replacement of trees. Accordingly, the proposed project, like the Eastern Neighborhoods rezoning, would result in no impact on sensitive species, special status species, native or migratory fish species, wildlife species or riparian habitat. Further, there are no habitat conservation plans applicable to the project site. Therefore, the project would not result in any significant effect with regard to biology, nor would the project contribute to any potential cumulative effects on biological resources.

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

The Initial Study for the Eastern Neighborhoods rezoning project did not identify any potential geotechnical impacts and this topic was not further discussed in the Eastern Neighborhoods EIR. The conclusions of 'no impact' in the Initial Study largely relied on the fact that individual development projects would be required to provide a geotechnical analysis for review by the Planning Department.

A geotechnical analysis was prepared for the proposed project site in November 1997.² The geotechnical analysis included subsurface exploration including a hand excavated test pit at the front of the structure, and a soil boring at the rear of the structure. The geotechnical analysis recommended a conventional spread footing foundation, which is proposed as part of the project. As a result, the depth to excavation would be four feet below ground surface (bgs).

The project site is located within the Coast Ranges Geomorphic Province, which includes the San Francisco Bay and the northwest-trending mountains that parallel the coast of California. The project site is within the USGS San Francisco North Quadrangle, and is likely underlain by artificial fill. The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. The closest mapped active faults in the vicinity of the site are the San Bruno and San Andreas Faults, located about 7 and 9 miles to the southwest, respectively. Therefore, the potential risk for damage resulting from a surface rupture of a fault is low.

The likelihood of strong earthquake shaking at the project site during the life of the improvements is high. However, the required compliance with the Uniform Building Code, and the San Francisco Building Code would adequately address ground shaking. The project site is within an area of potential liquefaction hazard as mapped by the City of San Francisco. However, the geotechnical report prepared for the proposed project indicates a low potential for liquefaction based on the depth to groundwater (13 feet), depth to bedrock (16 feet), and examination of the gravel that lies between 13 and 16 feet below ground surface (bgs).³

The geologic maps of the site vicinity reviewed for the geotechnical analysis did not indicate the presence of landslides at the or in the immediate vicinity. Also, no active slope instability was observed on or around the project site during the geotechnical investigation. Therefore, liquefaction potential is low.⁴

² Earth Mechanics Consulting Engineers, Geotechnical Investigation, Proposed Improvements to Structure at 111 Townsend, San Francisco, California, November 28, 1997. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

³ Earth Mechanics Consulting Engineers, Geotechnical Investigation, Proposed Improvements to Structure at 111 Townsend, San Francisco, California, November 28, 1997. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁴ Earth Mechanics Consulting Engineers, Geotechnical Investigation, Proposed Improvements to Structure at 111 Townsend, San Francisco, California, November 28, 1997. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

The geotechnical investigation identified the potential for lateral spreading and densification of soils during seismic shaking, however, settlements would not be severe enough to cause structural damage. No expansive soils were identified.

Given that the entire site is and would continue to be covered by the project building, no exposed soils would occur and no erosion would result. The project site does not contain unique geologic features, and no septic tanks or alternative wastewater disposal systems would be in use.⁵ Therefore, no impact with respect to geology would occur.

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

⁵ Earth Mechanics Consulting Engineers, Geotechnical Investigation, Proposed Improvements to Structure at 111 Townsend, San Francisco, California, November 28, 1997. This document is on file and is available for review as part of Case File No. 2011.0135E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
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 Initial Study for the Eastern Neighborhoods rezoning project did not identify any potential impacts to water supply, public water supply, groundwater resources (including groundwater recharge), nor were any impacts involving flooding, erosion or siltation identified and this topic was not further discussed in the Eastern Neighborhoods EIR. The conclusions of ‘no impact’ in the Initial Study were based on the following information.

The Eastern Neighborhoods is not in a potable water supply watershed, or over an existing potable groundwater aquifer. The Eastern Neighborhoods is not in an area subject to flooding, thus no impacts related to flooding would occur. No natural surface water bodies or streams remain in the Eastern Neighborhoods, except for the San Francisco Bay. However, the water quality in the San Francisco Bay is controlled through the National Pollutant Discharge Elimination System (NPDES) program. Also, stormwater runoff is largely diverted into the City’s combined sewer/stormwater conveyance system. Given that the Eastern Neighborhoods is urbanized, very little permeable, or semi-permeable surface remains. As a result, development under the Eastern Neighborhood rezoning would not increase run off by increasing impermeable surface.

Further, the project site is completely covered by an existing building and would remain completely covered by the existing building. The proposed project would not change the amount of impervious surface area on the site and runoff and drainage would not be adversely affected. Thus, effects related to water resources would not be significant, either individually or cumulatively.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
16. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
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 checked="" type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
17. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 type="checkbox"/>

As stated in the Eastern Neighborhoods Area Plan EIR, all land in San Francisco, including the proposed project site is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 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 type="checkbox"/>

As noted in the Eastern Neighborhood EIR, the Eastern Neighborhoods (including the project site) does not contain agricultural uses and is not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural resources.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project involves a change of use and minor alterations to an existing building, in the East SoMa Area, which is surrounded by dense urban development. The project site and surrounding area does not support habitat for fish or wildlife, and does not contain or support endangered plant or animal species. The Eastern Neighborhoods EIR also did not identify impacts to endangered species or wildlife.

The Eastern Neighborhoods EIR identified potential impacts to historic structures and undiscovered archeological resources, however, mitigation measures were promulgated to reduce these impacts to a less than significant level.

Here, the project building is located within a historic district, and is considered a contributor to the district, however, the building is not proposed for demolition, and the alterations to the building would not cause a significant impact to the building or the district. Further, the proposed project does not involve any significant excavation which could disturb archeological resources.

The Eastern Neighborhoods EIR identified a potentially significant cumulative land use impact with regard to the conversion of PDR uses to other uses, and the proposed project would make a very minor contribution to this impact. However, the proposed project would not cumulate with other construction in the area, and thus would not result in or contribute to other cumulative environmental impacts.