



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Community Plan Exemption Checklist

Case No.: **2011.0671E**
Project Address: **1395 22nd Street/790 Pennsylvania Avenue**
Zoning: Lot 11: Production, Distribution and Repair-1-General (PDR-1-G) Use District;
40-X Height and Bulk District
Lot 13: Urban Mixed Use (UMU) Use District;
40-X Height and Bulk District
Block/Lot: 4167/11 and 13
Lot Size: 119,885 square feet
Plan Area: Showplace Square/Potrero Subarea of Eastern Neighborhoods Area Plan
Project Sponsor: Redmond Lyons, RMTX22, LLC, (415) 550-9551
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PROJECT DESCRIPTION

Project Location

The project site comprises a portion of an irregularly shaped block that lies between Sierra and 22nd Streets to the north, Pennsylvania Avenue to the east, 25th Street to the south, and Turner Terrace and Missouri Street to the west, in San Francisco's Potrero Hill neighborhood. The project site (Assessor's Block 4167, Lots 11 and 13), which is also irregular in shape, encompasses two contiguous parcels and has frontages along Pennsylvania Avenue, at the intersection of Turner Terrace and Missouri Street, and at the intersection of Texas and 22nd Streets. The site spans 119,885 square feet (2.75 acres) of total land area and currently contains approximately 165 temporary containers and a modular office structure that are being used for commercial storage purposes. No permanent structures exist on the project site. Approximately half of the site is level (and contains the aforementioned storage containers and a mobile office structure), while approximately half of it, the southwestern portion, slopes steeply upward toward the southwest. The sloped portion of the project site is unused and contains vegetation.

The project site has three access points – Lot 11 has an approximately 83-foot-long frontage along Pennsylvania Avenue, while Lot 13 has an approximately 80-foot-long frontage along Texas Street and 22nd Street and 66 feet along Turner Terrace and Missouri Street. The Texas Street/22nd Street frontage is bordered by a chain-link fence and appears to be heavily restricted to the public, while the Pennsylvania Street frontage serves as the main access point associated with the existing storage business (California Mini Storage) on the property. The Pennsylvania Avenue and the Texas and 22nd Street access points to the site contain curb cuts. The project parcel was historically used for a railroad line which led to a tunnel north of the site. The railroad was abandoned sometime in the 1980s and since then, the site has been used as a storage business. The project site is within two use districts: Lot 11 is within the Production, Distribution and Repair-1-General (PDR-1-G) Use District while Lot 13 is within the Urban Mixed Use (UMU) Use District. Both lots are within the 40-X Height and Bulk District.

Project Characteristics

The proposed project would remove all temporary storage containers and the modular office structure and construct a mixed-use project, which would occupy the entire project site (with the exception of the stairway area, as described below). In total, the proposed project would encompass approximately 371,300 gross square feet of space. The portion of the project contained within the area of Lot 13 would consist of two residential building volumes above a common podium, and would contain 251 dwelling units. The proposed residential unit mix would be 151 one-bedroom units (ranging from 540 to 670 square feet), 90 two-bedroom units (ranging from 1,000 to 1,340 square feet), and 10 three-bedroom units (of approximately 1,500 square feet).

The residential structure would span most of the length of Lot 13, roughly 550 feet. The building would consist of two volumes – a four-story component would extend along the eastern portion of the site (roughly parallel to Texas Street) and an eight-story component would terrace up the hillside and be separated from the four-story portion by a 25-foot wide courtyard. The eight-story portion would remain below the 40-foot height limit at all points (its height would be consistent with the height district as measured in accordance with the building height methodology contained in Section 102.12 of the Planning Code). The two volumes would be connected by a two-story podium, which would contain the proposed garage on the subterranean lower level and a combination of garage and residential uses on the above-grade (ground) level. The gap between the two volumes would be located atop the podium and would contain a shared mid-block interior courtyard for use by the proposed building's residents.

Pedestrian access into the proposed building would be via the main entry lobby located at the northernmost portion of the lot on Texas Street. The entry lobby would contain stairs and an elevator leading to both the four-story and the eight-story building volumes. Residents would enter via the main lobby and then proceed either through the mid-block courtyard to units on the second floor or to stairways and seven elevators which would provide access to all floors.

The portion of the project contained within Lot 11 would contain an approximately 47,800-square-foot, three-story production, distribution, and repair (PDR) facility that could be used by a single user or multiple users, parking and loading spaces and an approximately 9,600-square-foot roof deck for use by the Lot 13 residents. PDR uses would take up a portion of the ground floor and second level and would take up the entirety of the third level. Employee access into the building would be provided via an entrance along Pennsylvania Avenue. No tenant has been identified to occupy the proposed PDR building.

A basement and ground-floor garage spanning both lots would contain a total of 225 parking spaces (213 residential spaces, including 8 handicap-accessible spaces, 12 spaces dedicated to PDR uses, and 3 car-share spaces), as well as 142 Class 1 bicycle spaces plus utilities, mechanical rooms, and trash enclosures. Vehicular entrance into the parking garage would be provided via Texas Street and a second entrance and exit would be provided via a driveway to Pennsylvania Avenue that would extend from the garage along the northernmost portion of Lot 11. Lot 11 would also include three off-street loading spaces, two for the residential uses and one for the PDR uses. The existing 20-foot-wide curb cut on Texas Street and 65-foot-wide curb cut on Pennsylvania Avenue would both be removed. The new curb cuts would include an inbound-only new 10-foot-wide curb cut on Texas Street and two new curb cuts, each 20 feet wide and approximately 43 feet apart, on Pennsylvania Avenue.

The project sponsor proposes to provide approximately 9,600 square feet of common open space on the roof of the PDR building on Lot 11, plus approximately 22,600-square feet of outdoor space at the ground



FIGURE 1. PROJECT LOCATION MAP

Figure not to scale

Source: San Francisco Planning Department

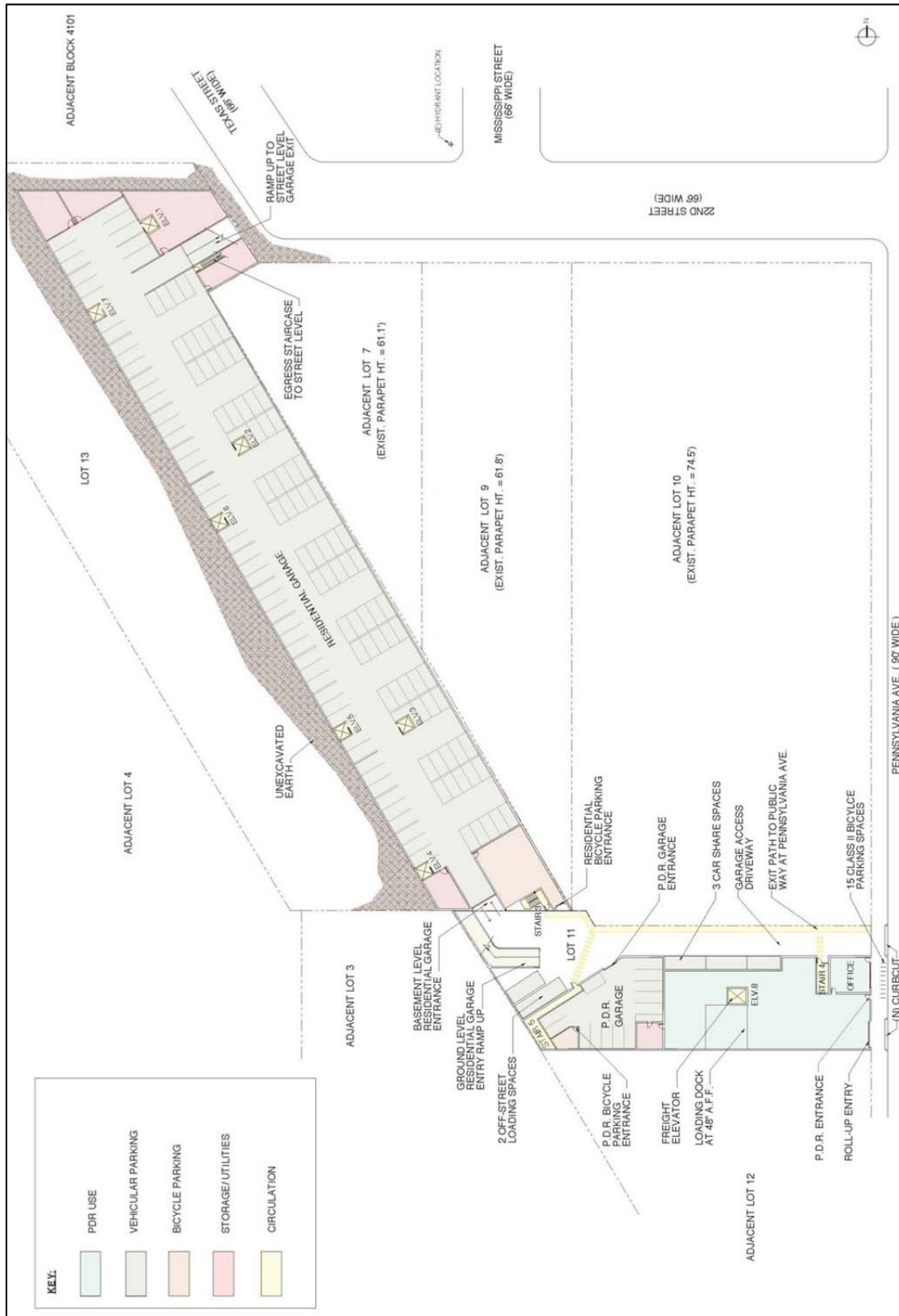


FIGURE 3 PROPOSED BASEMENT PLAN

Figure not to scale

Source: Leavitt Architecture

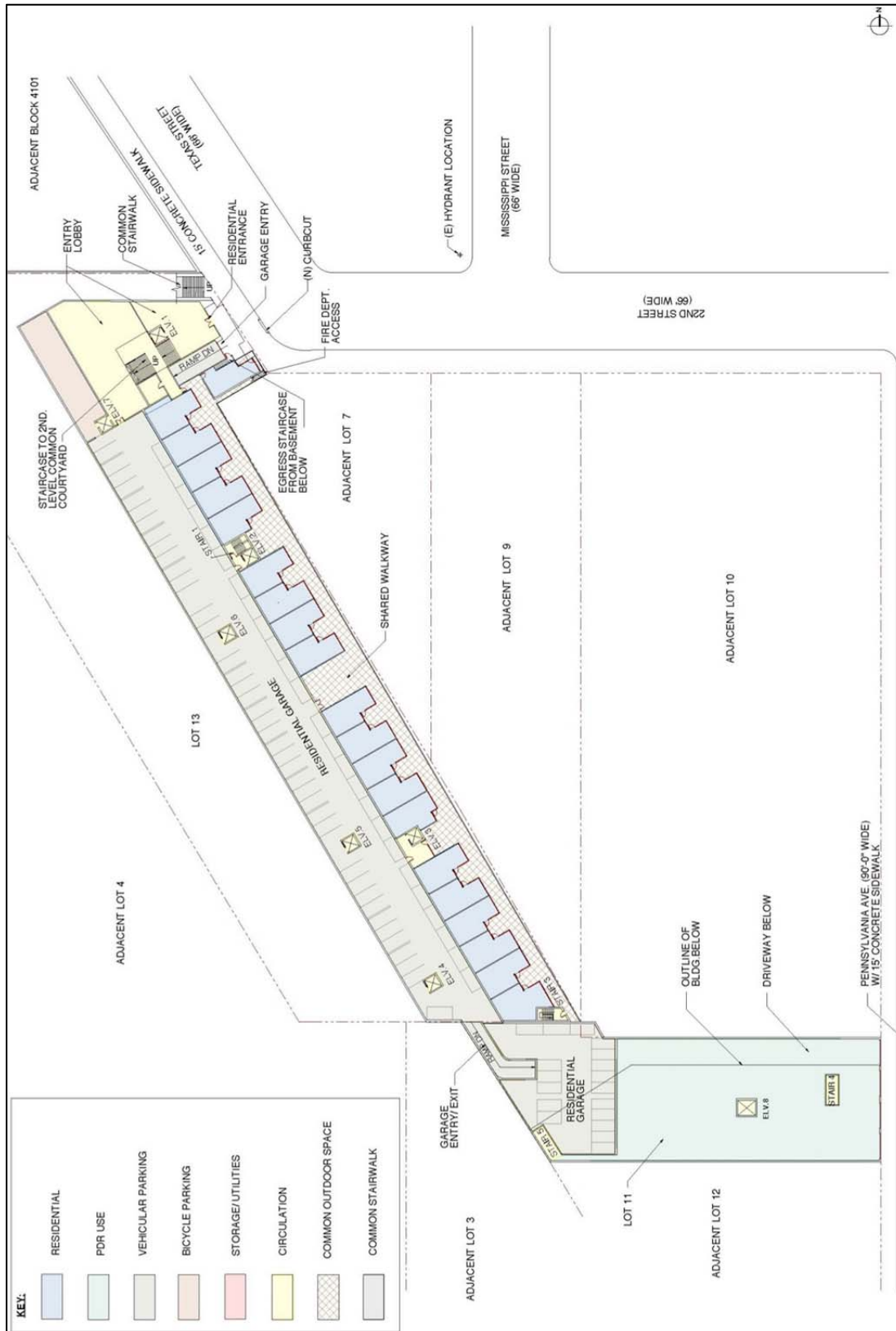


FIGURE 4 PROPOSED GROUND FLOOR PLAN

Figure not to scale
Source: Leavitt Architecture



FIGURE 5 PROPOSED SECOND FLOOR PLAN

Figure not to scale
Source: Leavitt Architecture

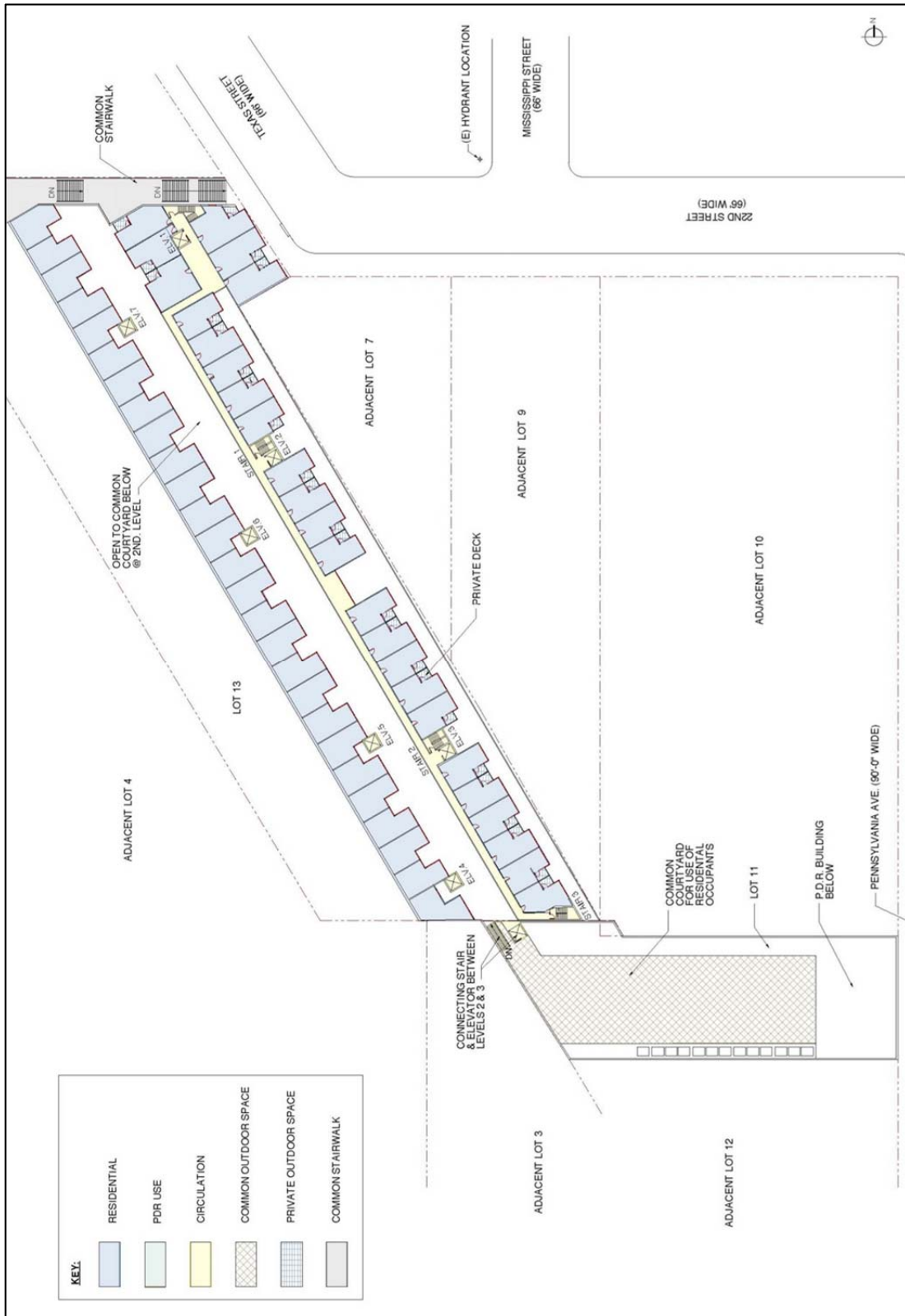


FIGURE 6 PROPOSED THIRD FLOOR PLAN

Figure not to scale
Source: Leavitt Architecture



FIGURE 7 PROPOSED FOURTH FLOOR PLAN

Figure not to scale

Source: Leavitt Architecture

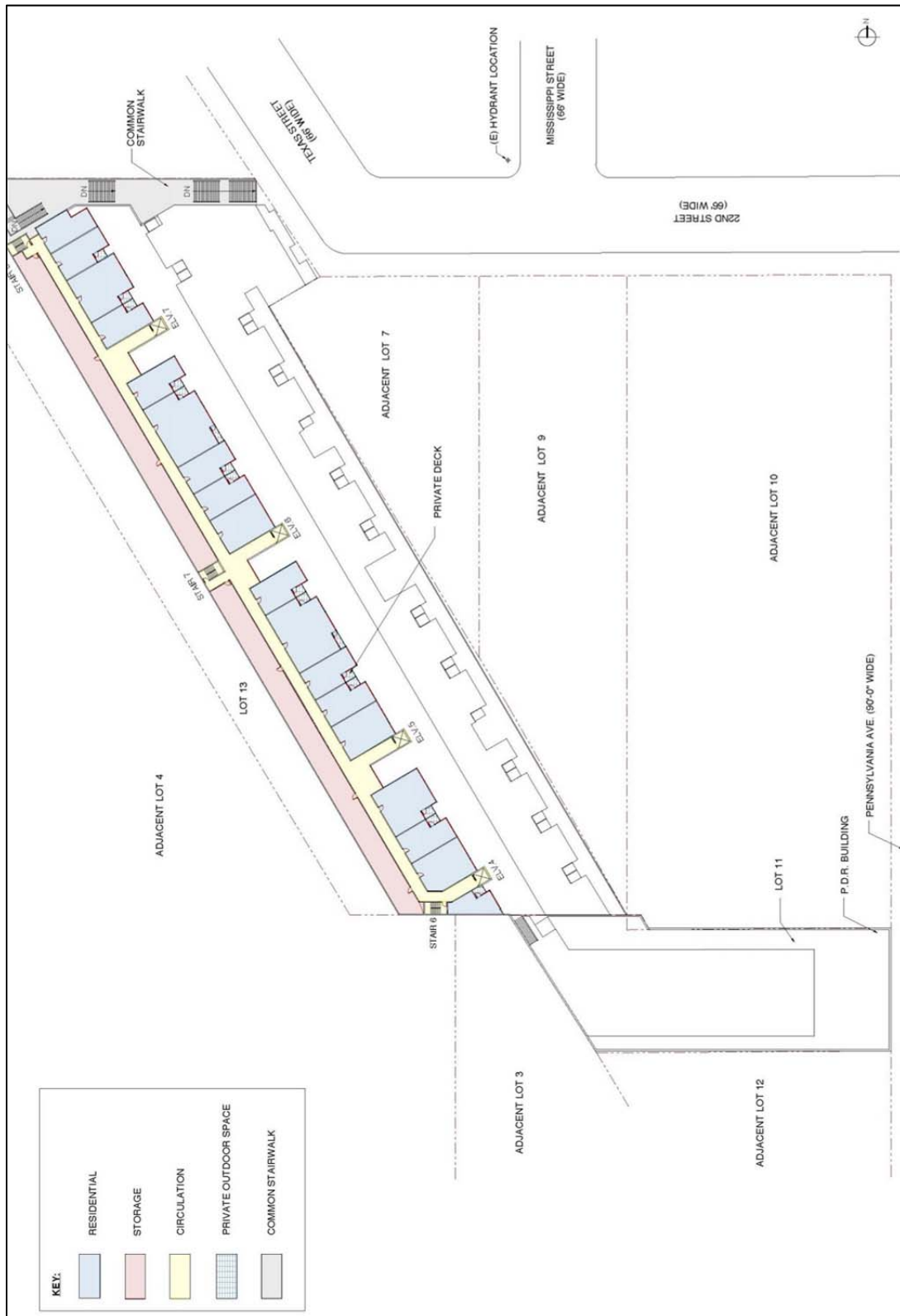


FIGURE 8 PROPOSED FIFTH FLOOR PLAN

Figure not to scale

Source: Leavitt Architecture

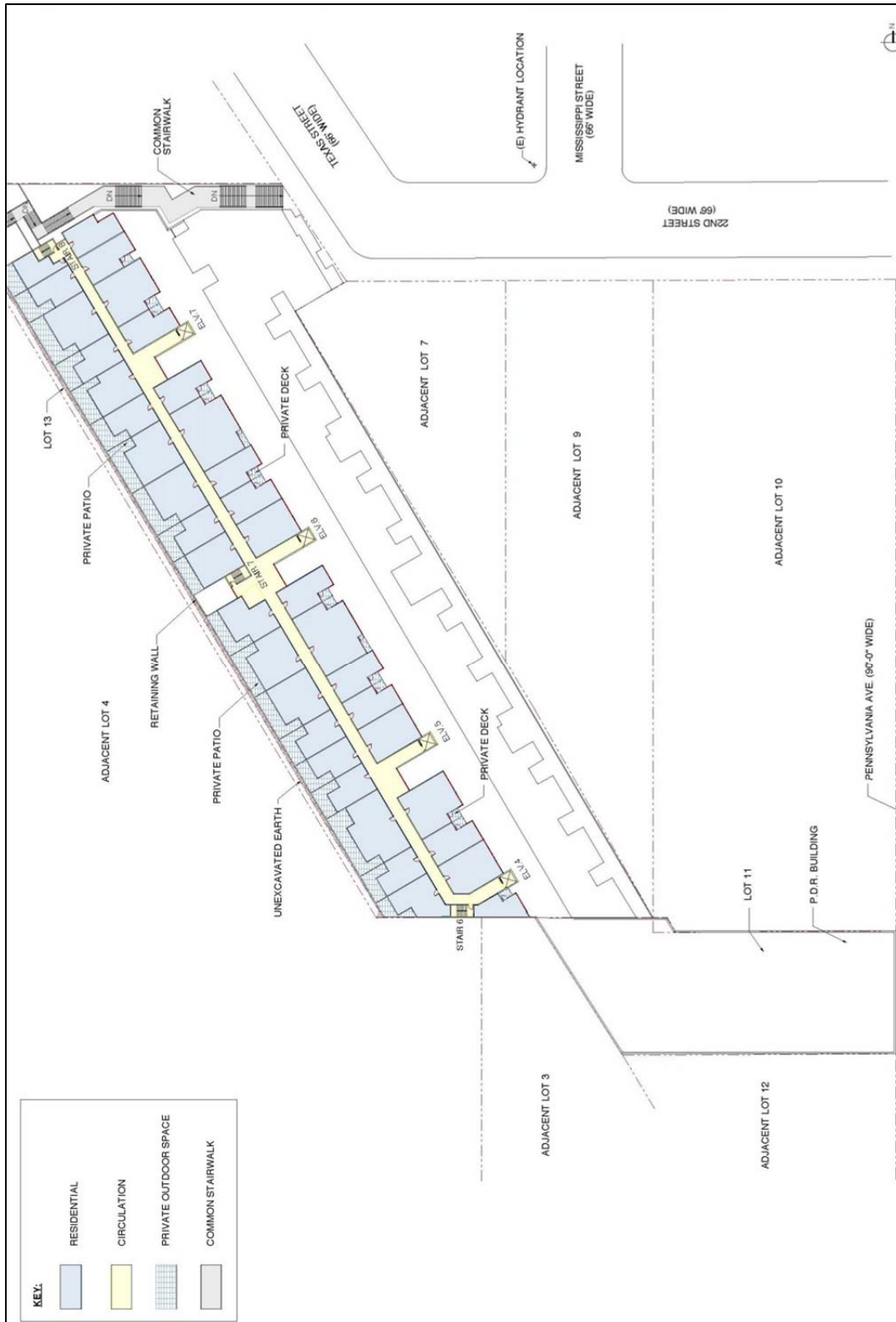


FIGURE 9 PROPOSED SIXTH FLOOR PLAN

Figure not to scale

Source: Leavitt Architecture



FIGURE 10 PROPOSED SEVENTH FLOOR PLAN

Figure not to scale

Source: Leavitt Architecture



FIGURE 11 PROPOSED EIGHTH FLOOR PLAN

Figure not to scale

Source: Leavitt Architecture



FIGURE 12 PROPOSED EAST ELEVATION

Figure not to scale

Source: Leavitt Architecture



FIGURE 13 PROPOSED PUBLIC ACCESS
STAIRWALK AND CROSS-SECTION

Figure not to scale

and second levels of the residential building that would be accessible to building's residents but would not in all cases meet the dimensional requirements to be considered common open space under the Planning Code. Additional open space would be provided in the form of private balconies and roof decks.

The project sponsor would also set aside an additional approximately 5,900 square feet of useable open space along the north side of the property to be developed into a new public stairway that would connect 22nd Street below to Missouri Street above and would apply for an in-kind agreement to devote all or a portion of the project's Eastern Neighborhood Infrastructure Impact fees to fund the stairway improvements.

No street trees currently exist along the portions of Pennsylvania, 22nd Street or Texas Street sidewalks that abut the two frontages of the project site. Eight street trees in total would be planted by the project sponsor: four along the 22nd Street and Texas Street frontage and four along the Pennsylvania Avenue frontage.

Project Construction

Construction phases would consist of removal of existing mobile structures, site excavation, foundations, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is anticipated to begin in 2015 and last approximately 24 months.

Clearing of the site would be completed in approximately two months. Approximately 8,000 cubic yards of soil is slated for excavation. Excavation work is estimated to last three months.

Due to the presence of two to four feet of fill material over serpentine bedrock on the site, a combination of two feet of mat foundation with drilled piers on the sloping hillside is proposed (contingent on the final geotechnical report). Drilled (not driven) piles would also be installed as required by the buildings' seismic resisting systems. The remainder of the foundation would be shallow grade beams. Foundation work is estimated to last six months.

The building superstructure would be constructed over a nine-month period and would consist of conventional concrete columns, retaining walls, shear walls and post-tensioned slabs. Construction equipment to be used during this phase would include a tower crane, concrete pump trucks, and concrete/rebar/framing delivery trucks. Installation of the building exterior skin will start towards the sixth month of superstructure and be completed in about three months. The anticipated date of occupancy is mid-2017.

Project Approvals

The proposed 1395 22nd Street/790 Pennsylvania Avenue project would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization per Planning Code Section 329. As part of the Large Project Authorization, the project sponsor would seek a modification to the requirements for rear yard (Planning Code Section 134), dwelling unit exposure (Planning Code Section 140) and off-street parking (Planning Code Section 151.1). Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by City Departments

- Approval of grading, and site permits (*Planning Department, Department of Building Inspection*)
- Approval of a stormwater control plan (*San Francisco Public Utilities Commission*)
- Approval of project compliance with the Stormwater Control Guidelines (*Department of Public Works*)
- Approval of a two-lot merger and condominium map (*Department of Public Works*)

SETTING

As noted above, the project site comprises a portion of an irregularly shaped block that lies between Sierra and 22nd Streets to the north, Pennsylvania Avenue to the east, 25th Street to the south, and Turner Terrace and Missouri Street to the west, in San Francisco's Potrero Hill neighborhood. The streets that border the project site are two-lane streets, with one travel lane in each direction and parking lanes on each side. Turner Terrace is discontinuous, and terminates just west of the project site, within the Potrero Annex housing development. In terms of topography, areas to the west and north of the project site slope steeply up toward the northwest, while the areas to the east and south are generally flat.

To the north, the project site is bordered by a six-level mixed-use building (residential with ground-floor commercial uses) along Texas Street, and to the south, it is bordered by the same storage uses that exist on the site. To the west, the project site is bordered by the Potrero Terrace and Potrero Annex housing developments, which total 606 existing housing units. These housing developments are the subject of the Potrero HOPE SF Master Plan, which proposes to replace every housing unit, provide homes for current residents, and add new housing at different income levels, for a total of 1,400-1,700 units of mixed-income, mixed-tenure housing, as well as neighborhood-serving retail, community facilities, parks and open space, and a new street network. The Potrero HOPE SF Master Plan is currently undergoing environmental review.¹ A proposed 94-unit residential project at 645 Texas Street across 22nd Street to the north from the project site obtained a Large Project Authorization from the Planning Commission on August 14, 2014 and is expected to be operational by the time the proposed project is completed. Other uses in the project vicinity (within an approximately one block radius) are generally residential uses to the north and west, and light industrial/PDR uses to the south and east. Buildings in the project vicinity generally range from one to six stories height and contain a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. The elevated I-280 freeway runs in a north-south direction approximately 500 feet to the east of the project site.

Parcels north of the project site are zoned Mixed Use-Residential (MUR) and Residential House, Two Family (RH-2) and provide a number of single-family homes, two-unit residential structures and multi-family developments. Parcels to the east of the project site are zoned PDR-1-G and Public (P) and consist of commercial, live/work, and mixed use buildings. Parcels west of the project site are zoned Residential-Mixed, Moderate Density (RM-2) and consist of the Potrero Terrace and Potrero Annex housing developments described above. Parcels to the south of the project site are zoned PDR and include a variety of industrial uses, including a dog grooming facility and wood flooring warehouse.

¹ Planning Department Case No. 2010.0515E. The Draft EIR for the project was published on November 5, 2014.

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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

The proposed project would include the removal of all existing temporary structures on the project site and the construction of a mixed-use project containing 251 dwelling units and approximately 47,800 sf of PDR uses. A basement and ground-floor garage spanning both lots would contain a total of 224 parking spaces. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

² San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR)*, Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed March 2, 2015.

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.³ Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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3 San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1395 22nd Street/790 Pennsylvania Avenue, November 10, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2011.0671E.

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

The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would not remove any existing PDR uses and would establish approximately 47,800 sf of PDR uses on the project site (on Lot 11); however, it would preclude a large portion of the project site (Lot 13, which is proposed for residential development) from accommodating PDR uses in the future. For this reason, the project would contribute to the impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR (the existing storage uses on the project site are classified under Section 890.54 of the Planning Code, “Light Manufacturing, Wholesale Sales, Storage,” with various types of storage either principally or conditionally permitted within some PDR and industrial zoning districts).⁴ However, the removal of a portion of the project site from future PDR potential is not substantial in light of existing PDR supply and would not contribute considerably to this impact. Therefore, the proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods PEIR. Mitigation Measure A-1 applied to the Planning Commission and Board of Supervisors’ actions and does not apply to individual development projects.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Urban Mixed Use (UMU) and Production, Distribution and Repair-1-General (PDR-1-G) Use Districts in which the project site is located. The project would be consistent with bulk, density, and land uses as envisioned in the Showplace Square/Potrero Area Plan. The plan calls for increased housing (especially affordable family housing), particularly along transit corridors and near community amenities. The plan also calls for improved connections to transit, as well as the preservation and creation of PDR uses, recognizing the important role they play in the local economy. As a mixed-use project with residential uses, new PDR space, and improved pedestrian infrastructure on 22nd Street (which would create a direct link between the HOPE SF site and the 22nd Street Caltrain Station), the proposed project is consistent with this designation.^{5,6}

4 Planning Code Section 225.

5 Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 790 Pennsylvania Avenue (1395 22nd Street), September 3, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

6 Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 790 Pennsylvania Avenue (1395 22nd Street), February 23, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

For the above reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would replace temporary storage and modular office structures with 251 dwelling units and approximately 47,800 square feet of PDR uses. This has the potential to introduce a residential population of approximately 575 people and a daytime population of 84 employees to the project site. The PDR component of the proposed project is not anticipated to create a substantial demand for increased housing as these uses would not be sufficient in size and scale to generate such demand. Moreover, the proposed project would not displace any housing, as none currently exists on the project site. Any increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. Moreover, since no housing exists on the project site, no housing or people would be displaced by the project. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing.

These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

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

Historic Architectural Resources

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

The eastern portion of the project site contains temporary storage containers and a mobile office structure, none of which are permanent structures. The western portion is deeply sloped and undeveloped. Therefore, the project site does not contain any historical structures, sites, or architectural features. Moreover, the project site is not located in the vicinity of any historic districts. For the reasons stated above, Planning Department Preservation staff has determined that the proposed project would have no impact on historic architectural resources.⁷ Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

⁷ Personal communication, email between Tania Sheyner and Tina Tam, February 3, 2014. This email is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

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

Archeological Resources

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

The Planning Department’s archeologist has determined that the proposed project would have no effect on the archeological resources.⁸ Based on this, the project would not result in a significant effect with regard to archeological resources, either individually or cumulatively, and the project is not subject to the archeological mitigation measures in the Eastern Neighborhoods PEIR. For the above reasons, the proposed project would not result in peculiar significant impacts that were not identified in the Eastern Neighborhoods PEIR related to archeological resources, either individually or cumulatively.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION— Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸ Randall Dean, San Francisco Planning Department. Archeological Review Log. Email from Randall Dean to Tania Sheyner, January 6, 2015.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

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

Trip Generation

The proposed project would involve removal of all existing temporary structures on the project site and the construction of a new four-story-over-basement residential building on the northern parcel (Lot 13, 1395 22nd Street) and a new three-story PDR building on the southern parcel (Lot 11, 790 Pennsylvania Avenue). The residential building would contain 251 dwelling units, while the PDR building would contain approximately 47,800 sf of PDR uses. A basement and ground-floor garage spanning both lots would contain a total of 225 parking space (213 residential spaces and 12 PDR spaces). Three off-street loading spaces as well as 142 Class 1 and 15 Class 2 bicycle parking spaces would also be provided. An entrance into the parking garage would be provided off of Texas Street and a second entrance and exit would be provided via a corridor to Pennsylvania Avenue that would extend along the northernmost portion of Lot 11.

Using the guidance in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department, a project-specific transportation study for the 1395 22nd Street/790 Pennsylvania Avenue was prepared, and is summarized here.⁹ The proposed project would generate an estimated 2,987 person trips (inbound and outbound) on a weekday daily

⁹ Stantec Consulting Services, *Final Transportation Study Case, 1395 22nd Street/790 Pennsylvania Avenue, 2011.0671!*, August 27, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671!.

basis, consisting of 1,661 person trips by auto, 621 transit trips, 201 walk trips and 504 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 222 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

Traffic

The proposed project's 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 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 intersections near the project site (within approximately 800 feet) include Texas Street/20th Street, Pennsylvania Avenue/20th Street, Pennsylvania Avenue/22nd Street, Indiana Street/22nd Street, Pennsylvania Avenue/23rd Street, Pennsylvania Avenue/25th Street, Indiana Street/23rd Street, Indiana Street/25th Street, and I-280 SB Off-Ramp/Pennsylvania Avenue. Table 1 provides existing and cumulative LOS data gathered for these intersections, per the transportation study.¹⁰

Table 1: Existing and Cumulative Intersection Level of Service (PM Peak Hour)

<u>Intersection</u>	<u>Existing LOS (2008)</u>	<u>Cumulative LOS (2025)</u>
Texas Street/20 th Street	B	C
Pennsylvania Avenue/20 th Street	A	B
Pennsylvania Avenue/22 th Street	B	C
Indiana Street/22 nd Street	A	B
Pennsylvania Avenue/23 th Street	B	D
Pennsylvania Avenue/25 th Street	D	F
Indiana Street/23 rd Street	A	B
Indiana Street/25 nd Street	B	F
I-280 SB Off-Ramp/Pennsylvania Avenue	C	F

Sources: Stantec Consulting Services, 2014.

The proposed project would generate an estimated 222 new p.m. peak hour vehicle trips that could travel through the surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, and would not substantially increase average delay at intersections that currently operate at unacceptable LOS.

As shown in Table 1, above, area-wide cumulative traffic increases would result in deterioration of the three intersections – at Pennsylvania Avenue/25th Street, Indiana Street/25nd Street and I-280 SB Off-Ramp/Pennsylvania Avenue – to LOS F. However, the proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 222 new p.m. peak-hour vehicle trips would not constitute a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods Plan's projects. The proposed project also would not contribute

¹⁰ Stantec Consulting Services, *Transportation Study Case, 1395 22nd Street/790 Pennsylvania Avenue, 2011.0671!*, August 27, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671!.

considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

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

Although the proposed project would have less-than-significant traffic impacts, the transportation study identified three improvement measures that could be implemented to lessen the effects of project-related vehicular traffic in the project vicinity. The recommended improvement measures are described below in the Improvement Measures section, on page 54 of this checklist.

Transit

The project site is located within a quarter mile (or an approximately 10-minute walk) of several local transit lines including Muni lines 10 Townsend, 19 Polk, 22 Fillmore, and 48 Quintara-24th Street) and one light rail line, KT Ingleside-Third Street (line T). The proposed project would be expected to generate 621 daily transit trips, including 93 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 93 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore and 48-Quintara. 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 the 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 related to the significant and unavoidable cumulative transit impacts was adopted as part of the PEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its contribution of 93 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

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

Parking

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

- a) The project is in a transit priority area;

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.¹¹ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis from the TIS is provided for informational purposes only.

The parking demand for the new residential and PDR uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the proposed project would generate a parking demand of 453 vehicles, including 438 vehicles for long-term demand and 15 spaces for short-term demand. The proposed project would provide 225 off-street parking spaces, including 213 residential parking spaces and 12 PDR parking spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 229 spaces.

As discussed in the Transportation Impact Study, on-street parking within the study area is approximately 77 percent occupied, with approximately 535 on-street parking spaces available during the weekday midday peak period, based on the occupancy surveys. The occupancy surveys found that during the evening peak period only 62 percent of the on-street parking spaces are occupied. Thus, at this location, the unmet parking demand could be accommodated within existing on-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Further, the residential portion of the project site is located in an Urban Mixed Use (UMU) Use District zoning district, where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces (the maximum number of allowable parking per Section 151.1 of the Planning Code is 213 spaces, which is what is proposed by the project). It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit-rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 453 vehicles, including 438 vehicles for long-term demand and 15 spaces for short-term demand. As mentioned above, the unmet parking demand could be accommodated within existing on-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking

¹¹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 1395 22nd Street/790 Pennsylvania Avenue, November 10, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

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. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

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 or other modes (walking and biking), would be in keeping with the City’s “Transit First” policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter Article 8A, Section 8A.115, provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

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. 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, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that 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, would reasonably address potential secondary effects.

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Eastern Neighborhoods PEIR noted that implementation of the Eastern Neighborhoods Area Plans and Rezoning would incrementally increase traffic-generated noise on some streets in the Eastern Neighborhoods plan areas and result in construction noise impacts from pile driving and other construction activities. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The project construction would last approximately 24 months and would involve drilling of piers and piles. However, no pile driving would be expected; therefore, Mitigation Measures F-1 would not be applicable to the proposed project. With respect to elevated construction noise, the noisiest anticipated activities would be demolition and ground clearing, when heavy machinery would be in use. To reduce potential effects from construction noise on existing noise-sensitive receptors, site-specific noise attenuation measures would be implemented. These measures are listed in the Mitigation Measures section, on page 49 of this checklist, and would implement Mitigation Measure F-2 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 1.

In addition, all construction activities for the proposed project (approximately 24 months duration) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance), which regulates construction noise. 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) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work

must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of 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 24 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site 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 required to comply with the Noise Ordinance.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn). Mitigation Measure F-3 applies to single-family housing projects and would, therefore, not apply to the proposed project, which is multi-family. The proposed project would develop residential uses in an area where noise measurements routinely exceed 65 dB; thus, Mitigation Measure F-4 would apply to the proposed project. This measure is listed in the Mitigation Measures section, on page 50 of this checklist, and would implement Mitigation Measure F-4 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 2.

Consistent with Mitigation Measure F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels.¹² According to the noise study, major noise sources in the project site vicinity include local traffic along Texas Street, 22nd Street and Interstate 280, and commercial activities from the neighboring wood floor construction company. To quantify the existing noise environment in the vicinity, three long-term and two short-term noise measurements were taken. Long-term noise measurements ranged from 62 and 66 dB, while the short-term noise measurements were 65 dB at 25 feet above grade and 66 dB at 40 feet above grade (at the same location). Based on the noise study, existing potential noise-generating sources within a 900-foot line-of-sight radius of the project site include a wood floor construction company, a dog training and boarding school, the Potrero Hill Recreation Center, the 22nd Street Caltrain Station, and others businesses and facilities.

The noise study indicated that the proposed project would be able to achieve the State's interior noise standard of DNL 45 dB by using exterior windows with Sound Transmission Class (STC) ratings as high as 40. Specifically, east-facing windows along the project's eastern façade would require STC ratings ranging from 28 to 40, depending on the floors and the proposed use (higher floors would generally require a higher STC rating and living rooms would generally require a higher STC rating as compared to bedrooms). East-facing windows facing the proposed mid-block courtyard would require STC rating ranging between 28 and 31, also depending on the floor, with higher floors requiring a higher STC rating. The noise study noted that windows can be operable, but would need to be in the closed position to meet the indoor noise standard. Thus, these rooms would require ventilation or air-conditioning systems that do not compromise the sound attenuation of the exterior façade. The noise study noted that the windows

12 Charles M. Salter Associates, Inc., *Eastern Neighborhoods Plan Environmental Noise Assessment, 1395 22nd Street Apartments*, August 26, 2014. (CSA Project No. 13-0407). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

facing the rear of the building are exposed to noise levels no greater than DNL 60 dB and therefore, would not need to be sound rated.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The project proposes 47,800 square feet of PDR uses, which would have the potential to adversely affect noise-sensitive uses in the vicinity. Therefore, PEIR Mitigation Measure F-5 is applicable to the proposed project. This measure is listed in the Mitigation Measures section, on page 50 of this checklist, and would implement Mitigation Measure F-5 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 3. In compliance with this mitigation measure, the noise study identified existing noise-sensitive uses within 900 feet of the project site; they include residences west and north of the project site. As discussed in the noise study, the PDR uses would be contained entirely within the enclosed building and, thus, are not expected to contribute significantly to background noise in the project area. The shell of the building would provide noise attenuation of approximately 30 dB. Therefore, assuming a PDR-related interior noise level of 80 dB, the outside noise level would be reduced to 50 dB, which is less than the ambient noise level of 62 dB measured at the nearest residence along Turner Terrace. Hence, the noise study concluded that the noise generated by PDR uses would be less than significant.¹³

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses (i.e., residences, etc.). The proposed project would have a roof terrace located on the roof of the PDR building and thus, Mitigation Measure F-6 would apply to the project and was addressed in the noise study.¹⁴ This mitigation measure is listed in the Mitigation Measures section, on page 50 of this checklist, and would implement Mitigation Measure F-6 from the Eastern Neighborhoods PEIR as Project Mitigation Measure 4. As stated therein, the noise level on the edge of the roof deck nearest the freeway is calculated to be DNL 78 dB (including 1 dB for future traffic noise increases). To comply with Mitigation Measure F-6, a 6-foot high solid barrier (likely glass) shall be constructed around the north, east, and south sides of the roof terrace, which would result in a 6 dB reduction in the noise level. The construction of this barrier shall be undertaken consistent with other principles of urban design. The implementation of this mitigation measure would mitigate the freeway noise reaching the roof deck.

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

13 While the Noise Study does not specify the types of PDR businesses that are assumed for purposes of estimating interior noise level, the study also notes that, per Section 2909.b.1 of the San Francisco Police Code (Commercial Property Noise Limits), “no person shall produce or allow to be produced by any machine or device, music or entertainment or any combination of same, on commercial or industrial property over which the person has ownership or control, a noise level more than eight dBA above the local ambient at any point outside of the property plane.” Given that existing ambient noise levels near the project site were measured between 62 and 66 dB (and include various PDR uses), it can be assumed that future ambient noise levels would be no greater than approximately eight dBA above this range, or approximately 75 dB. Furthermore, given the 30 dB noise attenuation attributable to the shell of the proposed PDR building, interior noise levels can be as high as 100 dB to meet the exterior noise requirements.

14 As discussed in the Project Description, the proposed project would provide approximately 22,600 square feet of outdoor space at the ground and second levels of the residential building that would be accessible to building’s residents. However, this open space would not in all cases meet the dimensional requirements to be considered common open space under the Planning Code. Therefore, it is excluded from requirements under Mitigation Measure F-6.

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

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹⁵ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels. All other air quality impacts were found to be less than significant.

Construction Dust Control

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

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

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

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is not applicable to the proposed project.

Health Risk

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

Eastern Neighborhoods PEIR Mitigation Measure G-2 requires sponsors of projects that would add new sensitive receptors near sources of TACs, including DPM, to conduct an analysis of air pollutant concentrations (PM_{2.5}) to determine whether those concentrations would result in a substantial health risk to new sensitive receptors. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014). The purpose of Health Code, Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone.

For sensitive use projects within the Air Pollutant Exposure Zone as defined by Health Code, Article 38, such as the proposed project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the San Francisco Department of Public Health that achieves the protection from PM_{2.5} (which is used as a proxy for DPM) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with the Health Code, Article 38, the project sponsor has submitted an initial application to the San Francisco Department of Public Health (DPH) identifying that the project sponsor will comply with the Ordinance requirements.¹⁶ The regulations and procedures set forth by the Health Code, Article 38 would ensure that exposure to sensitive receptors would not be significant. These requirements supersede the provisions of PEIR Mitigation Measure G-2. Therefore, PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project.

Lastly, while it is unlikely that the proposed project would emit substantial levels of DPM or other TACs, because no tenant has been identified to occupy the proposed PDR building, future uses of that portion of the project are currently unknown. While the project sponsor has indicated that it is highly unlikely that

¹⁶ Application for Article 38 Compliance Assessment, January 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

this space would be occupied by a business that would generate a substantial level of TACs, Mitigation Measures G-3 and G-4 would nevertheless apply to the proposed project, as discussed below.

Mitigation Measure G-3 Siting of Uses that Emit DPM requires uses generating substantial DPM emissions (including warehousing and distribution centers, commercial, industrial, or other uses that would be expected to be served by at least 100 trucks per day or 40 refrigerated trucks per day) to be located no less than 1,000 feet from residential units and other sensitive receptors. Implementation of this mitigation measure would, in effect, preclude the types of uses listed in this measure to be sited within the proposed PDR building. This would ensure that impacts related to siting of uses that emit substantial amounts of DPM in proximity to sensitive uses would be less than significant. Mitigation Measure M-3 has been identified as Project Mitigation Measure 7 and is detailed on page 53.

Mitigation Measure G-4 Siting of Uses that Emit Other TACs requires, for projects that have the potential to emit other types of TACs (including dry cleaners; drive-through restaurants; gas dispensing facilities; auto body shops; metal plating shops; photographic processing shops; textiles; apparel and furniture upholstery; leather and leather products; appliance repair shops; mechanical assembly cleaning; printing shops; hospitals and medical clinics; biotechnology research facilities; warehousing and distribution centers; and any use served by at least 100 trucks per day), the preparation of an analysis that includes, at a minimum, a site survey to identify residential or other sensitive uses within 1,000 feet of the project site, prior to the first project approval action. As discussed above, the proposed uses in the PDR building are unknown at this time. It is possible that a BAAQMD permit would be required for a proposed future use, which would ensure that TACs associated with that use are not substantial. However, should a use be proposed for the site that is not already regulated through the BAAQMD permitting process and that has the potential to emit a substantial amount of TACs, Mitigation Measure M-4 (which has been identified as Project Mitigation Measure 8 and is detailed on page 53) would reduce impacts of potential TAC-generating uses to a less-than-significant level.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”¹⁷ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria¹⁸ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed BAAQMD significance thresholds.

At 251 proposed dwelling units, the project meets the Air Quality Guidelines screening criteria for operations (494 dwelling units, under the category of “Apartment, mid-rise”) but exceeds the screening criteria for construction (240 dwelling units, under the category of Apartment, mid-rise”). At approximately 47,800 sf of PDR uses, the project also meets the Air Quality Guidelines screening criteria

17 San Francisco Planning Department, *Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report*. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

18 Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011. See pp. 3-2 to 3-3.

for both construction and operations (541,000 sf for operational and 259,000 sf for construction, under the category of “General light industrial”). Given the project’s exceedance of the screening criteria for construction of residential uses, its construction-related emissions were calculated using the California Emission Estimator Model (CalEEMOD).¹⁹

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 2-year period; however, some construction phases are expected to overlap. Therefore the model assumed 435 working days of construction. Construction-related criteria air pollutants generated by the proposed project were quantified using CalEEMod and provided within an Air Quality Impact Analysis memo.²⁰ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts’ staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 435 working days. As shown in **Table 2**, unmitigated project construction emissions would be above the threshold of significance for NOx.

Table 2: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Unmitigated Project Emissions	18.4	58.4	9.9	6.6
Mitigated Project Emissions ^a	13.7	27.43	8.1	4.9
Significance Threshold	54.0	54.0	82.0	54.0

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

- a. Assumes all off-road tractors, loaders, and backhoes greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 3 off-road emission standards.

Source: Planning Department, Air Quality Analysis 1395 22nd Street/790 Pennsylvania Avenue, June 29, 2015.

Therefore, Project Mitigation Measure 5 has been identified to implement the portions of *Eastern Neighborhoods PEIR* Mitigation Measure G-1 related to emissions exhaust by requiring engines to meet higher emission standards on certain types of construction equipment. As shown in Table 2, implementation of Project Mitigation Measure 5 would reduce NOx emissions below the thresholds of significance and thus, impacts related to construction-phase emissions would be less than significant. Consequently, construction- and operations-related emissions of criteria air pollutants associated with the proposed project would be less than significant. Therefore, the proposed project would not result in significant air quality impacts that were not identified in the PEIR.

¹⁹ CalEEMod model run conducted by the San Francisco Planning Department, Environmental Planning Division, March 2, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

²⁰ Planning Department, Air Quality Analysis 1395 22nd Street/790 Pennsylvania Avenue, July 29, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

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

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Potrero Hill 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 CO₂E²¹ per service population,²² respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy.²³ Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

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

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

23 *Greenhouse Gas Analysis Compliance Checklist, 139522nd Street/790 Pennsylvania Avenue*, January 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The two volumes of the residential building would measure approximately 40 feet in height, based on the Planning Department's height definition, which takes into account the sloping of the site, and the PDR building would measure approximately 35 feet in height.²⁴ Although the proposed structures would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would construct three building volumes - two volumes of the residential building would measure approximately 40 feet in height, based on the Planning Department's height definition, which takes into account the sloping of the site, and the PDR building would measure approximately 35 feet in height. Therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.²⁵ The shadow fan extrapolated the entire project site to the height of 52 feet to account for any rooftop features that may be constructed that are allowed under the Planning Code. Based on the shadow fan, the project

²⁴ The western volume of the residential building would rise up to 77 feet from the project's podium level, which would effectively function as the ground level for purposes of assessing wind impacts. This would nevertheless be under 80 feet, which is the building height above which additional analysis of wind impacts is required.

²⁵ Planning Department, *Shadow Fan, 790 Pennsylvania Avenue/1395 22nd Street*. November 5, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

would come close to shading the northeastern corner of the Potrero Hill Recreation Center in the morning at certain times of the year, but would not result in any new shadow on this or any other public park or open space.

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

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

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

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

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. 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 Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. 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"/>

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

A geotechnical investigation was prepared for the proposed project.²⁶ According to the geotechnical investigation, the site lies within the USGS San Francisco North Quadrangle, which is underlain by serpentine bedrock of the Franciscan Group, consisting of soft sheared rock containing hard knobs of unsheared serpentine, rodingite, and rocks of the Franciscan Formation.

A number of exploratory borings were drilled to examine the geological conditions beneath the site. The four borings that were drilled along the old railroad right-of-way encountered approximately 2 inches of asphalt pavement and about 2 to 4 inches of sandy gravel base that was followed by roughly 0.5 to 1.5 feet of fill. The fill, which generally consisted of loose silty sand with rock fragments, was underlain by weathered and fractured Serpentine bedrock materials. The two borings that were drilled near the northern end of the site encountered pavement over approximately 4.5 feet of fill. The fill consisted of a minor layer (2 inches) of soft gravelly silty clay and medium dense silty gravelly sand, and was underlain by bedrock. The two borings were drilled on the hillside in the northern end of the site encountered roughly 4 to 4.5 feet of fill. In both borings, the fill, which consisted of medium dense silty gravelly sand with minor debris, was directly underlain by bedrock materials. Groundwater was encountered in one of the eight borings at a depth of about 3 feet below ground surface (bgs), although the report notes that groundwater likely exists throughout the site at deeper depths than explored.

The geotechnical report notes that primary geological considerations for the proposed building are the greatly differing topography of the site, with each site segment requiring unique foundation systems. The report recommends that the proposed basement level be supported by either a tied together grid of spread footings or a mat foundation that bear on the bedrock that underlie the site. The report further recommend that the western sloping portion of the building be supported on drilled friction piers that are extended through any fill, weak surface materials and any overburden soils into the underlying bedrock. The piers should be tied together with grade beams. The geotechnical report notes that appropriate temporary slopes may be used during the construction operations to support the face of required excavations and strongly recommends that the excavation operations and retaining wall construction be performed during the dry months of the year to avoid potential problems that can occur during the wet season, particularly after periods of prolonged rainfall. As described in the project description, due to the presence of fill material over serpentine bedrock on the site, a combination of two feet of mat foundation with drilled piers on the sloping hillside is proposed (contingent on the final geotechnical report). Drilled (not driven) piles would also be installed as required by the buildings' seismic resisting systems. The remainder of the foundation would be shallow grade beams.

The report notes that geologic hazards that are not expected to pose a problem for the proposed project include: liquefaction and surface subsidence, expansive and shirking soils, inundation due to reservoir failure, submersion from tsunami wave, volcanic eruption and flooding. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault located about 7 miles to the southwest. The site is not located within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco; hence the site has low potential for liquefaction and consequently, a low potential for seismically induced lateral spreading. According to the San Francisco Seismic Safety Investigation Report, the site, as well as other buildings in the area, lies in a zone of potential landslide hazard. Although, over the years, the U.S.G.S. has mapped several small to medium size landslides within the neighborhood, none have occurred on or near the site. During construction, any

²⁶ Harold Lewis & Associates Geotechnical Consultants, Foundation Investigation, *Proposed Mixed-Use Development, 1395 22nd Street and 790 Pennsylvania Avenue, San Francisco, California*, July 1, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

hazard resulting from slope instability would be avoided by close adherence to geotechnical report’s recommendations on earthwork operations and the use of temporary slopes.

The geotechnical report concludes that the site is suitable to support the proposed project, provided that recommendations presented therein are incorporated into the design and construction of the project, and recommends that a design-level geotechnical investigation report be prepared prior to construction. The findings of such report would be used to confirm the preliminary recommendations and develop detailed recommendations for design and construction.

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site contains large swaths of pervious surfaces, with about half of the site currently vacant (due to steep slopes) and the remainder of it covered with temporary storage containers. Although the site is not developed, it is likely that the sloped portion experiences substantial stormwater runoff due to the grade. The proposed project would cover the entire project site and would result in a net increase in impervious surfaces. The project would also provide open space throughout the project site, in the form of approximately 9,600 square feet of common open space on the roof of the PDR building, approximately 22,600-square feet of outdoor space at the ground and second levels of the residential building, and approximately 5,900 square feet of outdoor space along the north side of the property that would be developed into a new public stairway that would connect 22nd Street below to Missouri Street above (it is noted that some of the proposed open space, such as stairways, would not be covered with vegetation but with impervious surfaces).

Although the project may result in a net increase in impervious surfaces compared to the existing conditions, the amount of additional stormwater runoff would not be considered significant, given that a large portion of the project site already experiences runoff due to its sloped topography. Moreover, the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans. The EN PEIR found that the rezoning and community plans could slightly decrease the volume of stormwater runoff discharged to the combined sewer system since, on the whole, the plans would result in a net increase in pervious surfaces through the addition of open space in individual projects. While the proposed project could result in an increase in impervious areas and could also result in an increase in stormwater runoff, the anticipated amount of runoff would not rise beyond the level of significance that was already assumed and analyzed in the PEIR. As a result, the proposed project would result in a less than significant impact related to any increases in stormwater runoff.

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

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

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light

ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. However, Mitigation Measure L-1 would not apply to the proposed project because it would not involve renovation or demolition of an existing building (as the site only contains storage containers and a mobile office structure, all of which would be moved off-site intact).

Soil and Groundwater Contamination

The proposed project would require excavation of up to eight feet to accommodate the mat slab foundation and was also previously zoned for industrial uses (the site was historically used as a railroad right of way and later as a storage yard for a wrecking company). Therefore, the proposed project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.^{27,28}

Based on the Phase I ESA, the site was undeveloped until the eastern portion became a railroad line leading to downtown San Francisco. The site did not contain any railroad maintenance facilities, switching yards or terminals associated with railroad operations. After the railroad discontinued operations on the line, the roadbed was removed. For a brief period, the site may have been used as a storage yard for a wrecking company. In the 1990s, the level portion of the project site was paved and is currently used as storage units. The slope on the west part of the site has never been developed or used. Furthermore, there is no history of any storage, generation or disposal of hazardous materials, chemicals, or regulated substances on the project site. Moreover, there was no indication found during the preparation of the Phase I ESA that the site ever contained underground storage tanks, ponds, sumps, lagoons, pits, or wells.

Based on the Phase I ESA, the project site does not appear on any regulatory databases. However, two nearby sites – at 1311 22nd Street (adjacent to the project site on the east) and 699 Mississippi Street – could be of concern due to presence of former or existing leaking underground storage tanks at those locations. However, there is no indication that either of these sites have affected the project site and no indication

27 John Carver Consulting, *Phase I Environmental Site Assessment Review, 1395 22nd Street, Lot 013 of Block 4167, San Francisco, California*, February 25, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

28 *Maher Ordinance Application, 1395 22nd Street/790 Pennsylvania Street*, December 16, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

that other nearby sites would have an impact on the project site. Based on the Phase I ESA, there are no significant environmental concerns associated with the property.

Although this report states that the project site is not within the Maher Zone (and does not contain any known subsurface contamination), the area subject to the Maher Ordinance was expanded in 2013 to incorporate all areas formerly zoned as industrial areas. Therefore, the project site is subject to the Maher Ordinance, as described above, and is undergoing coordination with DPH to ensure that requirements of the Maher Ordinance (i.e., remediation, further studies, etc.) are being met. If DPH determines that, based on the findings of the Phase I ESA and any other additional reports that the project site does not contain any subsurface contamination, the project sponsor may be able to receive a waiver from any additional requirements. However, the project sponsor would be required to first apply into the Maher program in order for a waiver to be issued.

Although it is unlikely that the project site contains any subsurface contamination, the project sponsor would be required to coordinate with DPH to remediate any contamination that may be present.

Naturally Occurring Asbestos

Based upon mapping conducted by the U.S. Geological Survey (USGS) the project site may be underlain by serpentine rock.²⁹ The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.³⁰ To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,³¹ and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008 to reduce fugitive dust generated during construction activities. The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to NOA.

29 Harold Lewis & Associates Geotechnical Consultants, Foundation Investigation, *Proposed Mixed-Use Development, 1395 22nd Street and 790 Pennsylvania Avenue, San Francisco, California*, July 1, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.0671E.

30 California Air Resources Board, Fact Sheet #1 Health Information on Asbestos, 2002. Available online at: <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf>. Accessed April 15, 2013.

31 California Air Resources Board, Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations, July 29, 2002.

Based on the above, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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

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

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures, which would reduce the significant impacts of the project to a less-than-significant level.

NOISE

Project Mitigation Measure 1 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;

- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Mitigation Measure 3 – Siting of Noise-Generating Uses (Mitigation Measure F-5 of the Eastern Neighborhoods PEIR)

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 2909I, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

Project Mitigation Measure 4 – Open Space in Noisy Environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR)

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this

measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

AIR QUALITY

Project Mitigation Measure 5 – Construction Emissions Minimization (Portion of Mitigation Measure G-1 of the Eastern Neighborhoods PEIR)

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

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

A. *Engine Requirements.*

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

B. *Waivers.*

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions

reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. If seeking an exception to (A)(1), the project sponsor shall be required to demonstrate that resulting construction emissions would not exceed significance thresholds for construction.

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

** Alternative fuels are not a VDECS.

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

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that

the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Project Mitigation Measure 6 – Air Quality for Sensitive Land Uses (Mitigation Measure G-2 of the Eastern Neighborhoods PEIR)

Prior to receipt of any building permit, the project sponsor shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM_{2.5}) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meet the MERV-13 performance standard identified in this measure.

Maintenance Plan. Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.

Disclosure to Buyers and Renters. The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

Project Mitigation Measure 7 – Siting of Uses that Emit DPM (Mitigation Measure G-3 of the Eastern Neighborhoods PEIR)

The following uses shall be precluded from the site: warehousing and distribution centers, commercial, industrial, or other uses that would be expected to be served by at least 100 trucks per day or 40 refrigerated trucks per day, based on the Air Resources Board (ARB) Air Quality and Land Use Handbook.

Project Mitigation Measure 8 – Siting of Uses that Emit Other TACs (Mitigation Measure G-4 of the Eastern Neighborhoods PEIR)

At the time that a proposed use for the production, distribution, and repair (PDR) portion of the proposed project is identified, this mitigation measure would apply if that use is expected to generate substantial amounts of toxic air contaminants (TACs) as part of its operations, or if any of the following uses are proposed: dry cleaners; drive-through restaurants; gas dispensing facilities; auto body shops;

metal plating shops; photographic processing shops; textiles; apparel and furniture upholstery; leather and leather products; appliance repair shops; mechanical assembly cleaning; printing shops; hospitals and medical clinics; biotechnology research facilities; warehousing and distribution centers. Furthermore, this mitigation measure would apply only if the TACs related to the proposed use are not already regulated through the Bay Area Air Quality Management District (BAAQMD) permitting process.

If this mitigation measure is determined to be applicable based on the above conditions, the project sponsor shall:

- Prepare an analysis that includes a site survey to identify residential or other sensitive uses within 1,000 feet of the project site;
- Prepare a Health Risk Assessment (HRA) that analyzes the potential impacts of the proposed use on the nearby sensitive receptors;
- Incorporate any TAC reduction measures specified in the HRA into the proposed project and/or install Best Available Control Technology for any TAC-emitting equipment proposed as part of the future PDR use.

IMPROVEMENT MEASURES

The following improvement measures would reduce impacts of the proposed project that have been found to be less than significant.

TRANSPORTATION

Project Improvement Measure 1 – Implement Additional and Project -Specific Travel Demand Strategies to Reduce Vehicle Trips

The project sponsor or property owner, should implement a Transportation Demand Management (TDM) Program that seeks to annually reduce the number of single occupancy vehicle (SOV) trips to and from the project site because persons would be arriving/departing via alternative modes of transportation (e.g., walking, bicycling, transit, other). The project sponsor should make available biannually (every two years) monitoring reports, starting one year after 85 percent occupancy of the units for the new building (baseline year), for review by the Planning Department Environmental Review Officer (ERO). The biannual monitoring reports should include travel demand surveys (i.e., travel demand analysis information requested in the SF Guidelines³²), including trip counts of persons arriving and leaving the building for no less than one full day of the reporting period and a survey to be distributed to residents and employees of the building. Each survey should be completed within ninety days following the end of the applicable two year period. Each survey should be prepared by a qualified transportation consultant and the surveying methodology should be approved by the Planning Department ERO. The project sponsor should consider the following TDM measures:

- Provide TDM training to property managers/coordinators.
- Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links) for new and existing tenants, including providing a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where transit passes could be purchased, and information on the 511 Regional Rideshare Program.

³² City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Chapter 3, Section 3.

- Provide information on transportation options, including updates and a “ride board” through which residents can offer/request rides, on the Homeowners Association website and/or lobby bulletin board.
- Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities and encourage PDR tenants to allow bicycles in the workplace.
- Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, transit vehicles and loading vehicles.

In addition, the project sponsor could consider the following TDM measures and any others that would reduce SOV trips to and from the project site:

- Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building tenants.
- Provide fewer vehicle parking spaces than permitted per the San Francisco Planning Code and manage vehicle parking pricing.
- Increase the number of on-site bicycle racks and car-share spaces, making them convenient and easy to use (e.g., signage).
- Coordinate with San Francisco Municipal Transportation Agency and/or Bay Area Bike Share to potentially provide bicycle racks and/or a bike share station on adjacent sidewalks.
- Include a Muni FastPass (loaded onto a Clipper card) and/or car-share membership subsidized as part of the monthly rent, or homeowner association fee.

Project Improvement Measure 2 – Loading Monitoring and Queue Abatement

As a standard condition of approval, the project sponsor or property owner, should monitor and ensure recurring vehicle queues do not occur on Texas Street and Pennsylvania Avenue for the proposed off-street parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If recurring queuing occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as those listed in Improvement Measure 1, including additional bicycle parking, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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

Project Improvement Measure 3 – Construction Management Plan

The project sponsor or property owner, should develop and implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries.

The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the San Francisco Municipal Transportation Agency, the Department of Public Works, or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not limited to, the following:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:
 - Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands
 - Identifying best practices for accommodating pedestrians, such as temporary pedestrian way finding signage or temporary walkways.
 - Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle way finding signage or temporary detours.
 - Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
 - Identify a route for construction-related trucks to utilize during construction.
 - Restricting deliveries and trucks trips to the project site during off-peak hours (generally 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M., but may include other times during Giants game days), where feasible.
 - Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.
 - Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g., concrete pours), travel lane closures, and other lane closures.