



Draft Environmental Impact Report

901 16th Street and 1200 17th Street Project

PLANNING DEPARTMENT
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048

Draft EIR Publication Date:	August 12, 2015
Draft EIR Public Hearing Date:	September 17, 2015
Draft EIR Public Comment Period:	August 13, 2015 to September 28, 2015



SAN FRANCISCO
PLANNING
DEPARTMENT

Written comments should be sent to:
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103
or Sarah.B.Jones@sfgov.org

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SAN FRANCISCO PLANNING DEPARTMENT

DATE: August 12, 2015
TO: Distribution List for the 901 16th Street and 1200 17th Street Project Draft EIR
FROM: Sarah B. Jones, Environmental Review Officer
SUBJECT: Request for the Final Environmental Impact Report for the 901 16th Street and 1200 17th Street Project (Planning Department Case No. 2011.1300E)

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This is the Draft of the Environmental Impact Report (EIR) for the 901 16th Street and 1200 17th Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Responses to Comments," which will contain a summary of all relevant comments on this Draft EIR, and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Responses to Comments document, along with notice of the date reserved for certification; others may receive a copy of the Responses to Comments and notice by request, or by visiting our office. This Draft EIR, together with the Responses to Comments document, will be considered by the Planning Commission in an advertised public meeting, and will be certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Responses to Comments document, and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents, except to reproduce the certification resolution; it will simply provide the information in one document, rather than two. Therefore, if you receive a copy of the Responses to Comments document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Responses to Comments have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR [in Adobe Acrobat format on a CD] to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Environmental Planning Division of the San Francisco Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BART	Bay Area Rapid Transit
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CPE	Community Plan Exemption
DBI	San Francisco Department of Building Inspection
DPW	San Francisco Department of Public Works
EIR	Environmental Impact Report
gsf	Gross square feet of floor area, calculated pursuant to Planning Code Section 102.9. Gsf for all proposed buildings includes gross building areas above existing street grades, and excludes basement accessory parking areas and mechanical penthouses as defined by Planning Code Sections 102.9(b)(1) and (b)(9), and other parking areas. Gsf is calculated to include external building walls, and no deductions are made to gsf for internal elevator or service cores. All gsf numbers in this document are approximate.
HCM	Highway Capacity Manual
LOS	Level of Service (for intersection traffic assessment)
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
Muni Metro	Light rail/streetcar hybrid system
Muni	San Francisco Municipal Railway
NOA	Notice of Availability
NOP	Notice of Preparation
OPR	State of California Governor's Office of Planning and Research
PDR	Production, Distribution and Repair

SFMTA	San Francisco Metropolitan Transportation Agency
Showplace Square/Potrero Area	As used in this document, the area defined by the Showplace Square/Potrero Area Plan is an irregularly shaped area generally bounded Bryant Street and 7 th Street on the north, I-280 on the east, 26th and 25th Streets on the south, and Potrero Avenue on the west.
TASC	Transportation Advisory Staff Committee
TDM	Transportation Demand Management
TIS	Transportation Impact Study
UMU	Urban Mixed-Use District
USEPA	U.S. Environmental Protection Agency

SUMMARY

INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) for the proposed 901 16th Street and 1200 17th Street Project (“proposed project”). This chapter of the EIR provides a summary of the project, a summary of anticipated environmental impacts of the project and identified mitigation measures; areas of controversy to be resolved; a summary of alternatives; and an identification of the environmentally superior alternative. The project sponsor, Potrero Partners, LLC, proposes to develop residential and ground-floor commercial uses on an approximately 3.5-acre project site located at 901 16th Street and 1200 17th Street in the lower Potrero Hill area of San Francisco.

PROJECT SUMMARY

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood (Assessor’s block/lot: 3949/001, 001A, 002, and 3950/001). The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, and preserve the brick office building. The project sponsor proposes to construct two new buildings on-site. The “16th Street Building” at 901 16th Street would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The “17th Street Building” at 1200 17th Street would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition, the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR analyzes the potential environmental effects of the proposed project, as identified in the Notice of Preparation (NOP) of an EIR, issued February 11, 2015 (Appendix A of this EIR). The Community Plan Exemption (CPE) Checklist attached to the NOP (also included in Appendix A) found that the proposed project could have potentially significant environmental effects in the areas of Transportation and Circulation and Historic Architectural Resources. Impacts in the following areas would be less-than-significant (some with the mitigation measures identified in the CPE Checklist) and are not further evaluated in this EIR: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water

quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources.

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014 and added Section 21099 to the California Public Resources Code. Among other provisions, Public Resources Code Section 21099(d)(1) changed the typical analysis of aesthetics and parking impacts for urban infill projects that meet certain criteria pursuant to CEQA. The proposed project meets the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Section 21099(a).¹ Accordingly, this EIR does not contain a separate discussion of impacts related to the topic of aesthetics, which does not need to be considered in determining the significance of the proposed project's physical environmental effects under CEQA. The EIR nonetheless provides visual simulations for informational purposes and an overview of the change in visual conditions in and around the project site that would occur with implementation of the proposed project as part of Chapter II, Project Description. In addition, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this DEIR presents parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis in Chapter IV.A, Transportation and Circulation. This information, however, does not relate to impact significance determinations in the EIR.

This summary provides an overview of the analysis contained in Chapter IV, Environmental Setting and Impacts. Impacts are categorized by type of impact as follows:

- *No Impact.* No adverse changes (or impacts) to the environment are expected.
- *Less Than Significant.* An impact that would not involve an adverse physical change to the environment, does not exceed the defined significance criteria, or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations.
- *Less Than Significant with Mitigation.* An impact that is reduced to a less-than-significant level through implementation of the identified mitigation measure.
- *Significant and Unavoidable with Mitigation.* An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- *Significant and Unavoidable.* An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations and for which there are no feasible mitigation measures.

¹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 901 16th Street and 1200 17th Street, February 5, 2014. This document and all subsequent documents referenced are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2011.1300E.

As discussed in Chapter IV.A of this EIR, the proposed project would result in project-specific significant and unavoidable impacts related to transportation and circulation. Under Existing Plus Project conditions, three study intersections – 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – would operate at an unacceptable level (Level of Service F) during the PM peak hour. The proposed project's contribution to unacceptable operating conditions at these intersections would be considerable (5% or more) and would therefore be a significant impact. The intersection of Mariposa Street and the I-280 southbound on-ramp would be mitigated by measures implemented by another project prior to completion of the proposed project.² For two intersections (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street), while measures have been identified to reduce these impacts to a less-than-significant level and SFMTA supports the measures to reduce Level of Service impacts, full funding for the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time. SFMTA has determined that it would not support measures to the intersection of Mariposa Street and Mississippi Street, because such measures could encourage diversion of traffic to residential streets. As such, the mitigation is infeasible and the impact is significant and unavoidable.

In addition, the proposed project, combined with past, present, and reasonably foreseeable future projects, would result in a considerable contribution to significant cumulative traffic impacts at four of the study intersections – 7th Street/16th Street/Mississippi Street, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – each of which would operate at LOS E (the first listed only) or LOS F under the 2025 Cumulative Conditions. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of 7th Street/16th Street/Mississippi Street is already signalized and is being contemplated as a location for transit-only lanes as part of Muni Forward. No mitigation compatible with SFMTA plans for the intersection have been identified and the impact would remain significant and unavoidable. The other three intersections are discussed in the preceding paragraph, as they are also impacted under existing conditions. While measures have been identified to reduce these impacts to a less-than-significant level, SFMTA either does not support the measure (Mariposa Street and Mississippi Street) or SFMTA supports the measures but full funding of the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street).

As discussed in Chapter IV.B of this EIR, one building has been determined to be a historic resource, the brick office building at 1200 17th Street. The metal shed warehouses and temporary office structure have been determined not to be historic resources. The project proposes to retain and rehabilitate the historic brick office structure. With proposed rehabilitation in accordance with applicable Secretary of the Interior's Rehabilitation Standards, potential impacts to this historic architectural resource would be less-than-significant.

The proposed project would also contribute to a significant and unavoidable impact identified in the *Eastern Neighborhoods PEIR*, as discussed in the CPE for this project (page 26). The *Eastern Neighborhoods PEIR* determined that adoption of the Eastern Neighborhoods Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR (Production, Distribution, and Repair).

² These improvements were identified in the Final Mission Bay Subsequent Environmental Impact Report. Planning Department File No. 96.771E, San Francisco Redevelopment Agency Case No. ER 919-97, State Clearinghouse No. 97092068. Certified September 17, 1998.

While land use controls in Western SoMa were identified as possible mitigation, this was determined not to be feasible and would not be applicable to the proposed project in any case, as the proposed project is not located in that area. A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified or more severe impact than analyzed in the PEIR.

Table S-1 identifies the impacts and mitigation measures/improvement measures for the proposed project that are identified in this EIR. **Table S-2** identifies the impacts and mitigation measures for the proposed project that are identified in the CPE Checklist included as Appendix A. The information in the tables is organized to correspond with environmental issues discussed in Chapter IV and the CPE Checklist. The table is arranged in four columns: 1) impacts; 2) level of significance prior to mitigation measures (if applicable); 3) mitigation measures (if applicable); and 4) level of significance after mitigation (if applicable). For a complete description of potential impacts and recommended mitigation measures, please refer to the topical sections in Chapter IV and in the CPE Checklist (Appendix A).

Table S-1: Summary of Impacts, Mitigation Measures and Improvement Measures Identified in the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
Transportation and Circulation			
Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity.	LTS	None Required	
Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street.	S	<p>Mitigation Measure M-TR-2a: 17th Street and Mississippi Street Signalization. To mitigate poor operating conditions at the intersection of 17th Street and Mississippi Street, the project sponsor shall pay their fair share for the cost of design and of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p> <p>Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization. To mitigate poor operating conditions at the intersection of Mariposa Street and Pennsylvania Street, the project sponsor shall pay their fair share for the cost of design and implementation of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p> <p>[SFMTA has determined no improvements would be feasible at the Mariposa and Mississippi Street intersection as all considered improvements would conflict with the desired operation of this intersection.]</p> <p>Mitigation Measure M-TR-3c: Implement a Transportation Demand Management Plan. The project applicant and subsequent property owners shall prepare</p>	SUM (TR-2a and TR-2b would reduce impacts at those intersections to LTS if full funding is identified and the measures implemented. M-TR-2c would not reduce volumes by the 50% required to reduce the impacts at those intersections to LTS)

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		<p>and implement a TDM Plan with a goal of reducing estimated one-way vehicle trips by 10 (ten) percent compared to the projections within the project's Transportation Impact Study. Prior to final certificate of occupancy for any new building associated with the project, the project applicant shall submit a TDM Plan to the Planning Department staff.</p> <p>The project applicant is responsible for identifying the components of the TDM Plan that could reasonably be expected to achieve the reduction goal for the project, and for making good faith efforts to implement them. Components of the TDM Plan beyond Planning Code requirements could include, but are not limited to, education and marketing of transportation options; on-site safety strategies; subsidies for transportation options other than the single occupancy vehicle; providing additional car-share or bicycle parking; reducing the amount or restricting access to vehicular parking; unbundling vehicular parking from commercial tenants occupancy; and increasing the cost of vehicular parking.</p> <p>The TDM Plan shall include monitoring of person and vehicle trips traveling to and from the project site to determine the TDM Plan's effectiveness, as outlined below. The TDM Plan shall be adjusted based on the monitoring results if three consecutive monitoring results show that existing measures are not creating a trend toward meeting the reduction goal.</p> <p><i>TDM Plan Monitoring:</i> The project sponsor shall collect data and make monitoring reports available for review and approval by the Planning Department staff.</p> <p><u>Timing:</u> Monitoring data and reports shall be required to be submitted to Planning Department staff every two years for a period of eight years and every four years thereafter (referred to as reporting periods), until two consecutive reporting periods display the project has met the reduction goal. The first monitoring report is required one year after initial occupancy of either building. The timing may be modified by the Planning Department as needed to consolidate this requirement with</p>	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		<p>other annual monitoring and/or reporting requirements for the project. Each trip count and survey (see below for definitions) shall be completed within 90 days following the end of the applicable reporting period. Each monitoring report shall be completed within 180 days following the applicable reporting period.</p> <p><u>Components:</u> The monitoring report, including trip counts and surveys, shall include the following components OR comparable alternative methodology and components as approved or provided by Planning Department staff:</p> <ul style="list-style-type: none"> • Trip Count and Intercept Survey: Trip count and intercept survey of persons and vehicles arriving and leaving the building for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday, and another day shall be a Saturday. • Property Manager/Coordinator Survey: The project sponsor shall request in writing from Planning Department Staff a survey (online or paper) that shall be completed by property manager/coordinator to document which TDM Plan was implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.). This survey shall be included in the monitoring report submitted to Planning Department staff. • Travel Demand Information: The above trip count and survey information shall be able to provide travel demand analysis characteristics as outlined in the SF Guidelines in effect at the time of the survey. • Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected. <p>[The project applicant cannot require participation in all proposed measures under its TDM Plan, and the trip reduction number is stated as a goal and not an absolute requirement. However, if such measures</p>	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		are implemented and meet the 10 percent reduction goal, this would not reduce volumes sufficiently to reduce the impacts at impacted intersections to less-than-significant levels if measures M-TR-3a and M-TR-3b are not implemented. A higher reduction goal in the mitigation measure was determined speculative given the current limited amount of data in San Francisco regarding the effectiveness of Transportation Demand Management measures, the voluntary nature of compliance with TDM measures by users of the buildings, and the uncertain feasibility of achieving a greater reduction goal. Therefore, this impact would be considered significant and unavoidable.]	
Impact TR-3: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur.	LTS	None Required	
Impact TR-4: The proposed project would not result in an increase in the amount of overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians.	LTS	None Required	
Impact TR-5: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.	LTS	<p>Improvement Measure I-TR-5a: On-site Bicycle Safety Strategies.</p> <p>To reduce potential conflicts with cyclists, the project sponsor should implement all of the following safety measures:</p> <ul style="list-style-type: none"> • Restrict commercial loading at the off-street loading dock to hours outside of the weekday AM and PM peak periods. • Provide on-site signage (stop sign; sign indicating to drivers to be aware of pedestrians and bicyclists; and a no left turn sign, if warranted by SFMTA after further study as identified in Improvement I-TR-5b) at the exit point for the new parking garages and off-street loading dock. Deploy staff at the loading dock while commercial vehicles are being received in order to minimize the disruption to other modes of transportation. 	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		<p>Improvement Measure I-TR-5b: On-Street Bicycle Safety Strategies. To reduce potential conflicts with cyclists and turning vehicles accessing and leaving the project site, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether the following would be appropriate:</p> <ul style="list-style-type: none"> • Provide bicycle lane visibility improvements for drivers of vehicles exiting the new parking garages by designating the first 20 feet of curb space to the north of the off-street loading curb cut for the 16th Street Building as well as the first 20 feet of curb space to the north of the new parking garage curb cut for the 17th Street Building as red zones or for motorcycle parking or Class 2 bicycle space parking. • Provide bicycle lane visibility and transition improvements by providing colored pavement markings along Mississippi Street and dashed line markings at entrance points to the new parking garages, such as those described in the NACTO Urban Bikeway Design Guide. • If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict northbound and southbound traffic from turning left along Mississippi Street mid-block between 16th and 17th Street by restriping it with double-yellow lines. • If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict on-street commercial loading during the weekday AM and PM peak periods. 	
<p>Impact TR-6: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians.</p>	LTS	<p>Improvement Measure I-TR-6: Off-street Loading Management. To minimize the potential for double parking due to potential shortage of available off-street or on-street commercial and passenger loading spaces, the project sponsor, property owner, or official designee of the development should implement all of the following measures:</p> <ul style="list-style-type: none"> • Identify a Loading Coordinator(s) for each new building. The Loading Coordinator is responsible for the implementation and ongoing operation of all other loading measures identified below, as well as those identified in Improvement Measures I-TR-5a and I- 	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		TR-5b: <ul style="list-style-type: none"> ○ Require residential move-in and move-out activities to be scheduled and coordinated. ○ Require large vehicle commercial loading delivery (i.e., those lasting longer than 30 minutes and/or 45-foot-long vehicles) to be scheduled and coordinated. ○ Discourage commercial vehicles and large residential move-in and move-out vehicles from double parking by advising the operators to return at a time when the off-street and on-street spaces are available for use. 	
Impact TR-7: The proposed project would not result in significant impacts on emergency vehicle access.	LTS	None Required	
Impact TR-8: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities.	LTS	Improvement Measure I-TR-8: Construction Management. The project sponsor should develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, 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 SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not be limited to, the following: <ul style="list-style-type: none"> • Management practices that include, but are not limited to, the following: <ul style="list-style-type: none"> ○ Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands (e.g., recommending that construction companies encourage their workers to walk, cycle, rideshare or take transit to and 	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		<p>from the construction site).</p> <ul style="list-style-type: none"> ○ Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways. ○ Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle wayfinding signage or temporary detours. ○ Identify a route for construction-related trucks to utilize during construction. This route should follow 16th Street, 3rd Street, and Owens Street. ○ Minimizing deliveries and trucks trips to the project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times during nearby event days) where feasible, and having the construction manager endeavor to efficiently schedule deliveries and truck trips to the project site when necessary during peak hours to minimize secondary effects to the surrounding transportation infrastructure. • 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. • As part of the CMP review, the project sponsor should consult with SFMTA to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. Construction traffic management strategies include having a construction management contact person, advertisement of the construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel. 	
<p>Impact TR-9: The proposed project would not result in parking-related significant transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site.</p>	LTS	<p>Improvement Measure I-TR-9: Queue Abatement. It should be the responsibility of the owner(s)/operator(s) of the 16th Street Building and the 17th Street Building off-street parking facility to ensure that recurring vehicle queues do not occur on the Mississippi Street public right-of-way fronting the subject property. A vehicle</p>	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
<p>Parking demand is not considered a CEQA impact for projects of this type.</p>		<p>queue is defined as one or more vehicles (destined to the off-street parking facility) blocking any portion of the Mississippi Street public right-of-way fronting the subject property for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility should 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).</p> <p>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 additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should 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 should have 90 days from the date of the written determination to abate the queue.</p>	
<p>Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections.</p>	LTS	None Required	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
<p>Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street.</p>	S	<p>Mitigation Measure M-TR-2a: 17th Street and Mississippi Street Signalization would also mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.) [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p> <p>Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization would also mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.) [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p> <p>[SFMTA has determined no improvements would be feasible at the Mariposa and Mississippi Street intersection as all considered improvements would conflict with the desired operation of this intersection.]</p> <p>[SFMTA has determined no improvements would be feasible at the already signalized 7th/16th/Mississippi Street intersection as additional or reconfigured lanes would conflict with goals for pedestrian and transit usage of this intersection.]</p> <p>Mitigation Measure M-TR-2c: Implement Transportation Demand Management Measures would not fully mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.)</p>	SUM (M-TR-2a and M-TR-2b would reduce impacts at those intersections to LTS if full funding is identified and the measures implemented. M-TR-2c would not reduce volumes by the 50% required to reduce the impacts at those intersections to LTS.)
<p>Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts.</p>	LTS	None Required	
<p>Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts.</p>	LTS	None Required	
<p>Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future</p>	LTS	None Required	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
projects, would not contribute considerably to any significant cumulative bicycle impacts.			
Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts.	LTS	None Required	
Historic Architectural Resources			
Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation Standards as proposed, would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts.	LTS	None Required	
Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources.	LTS	None Required	

Legend

NI No impact

LTS Less than significant or negligible impact; no mitigation required

LTS+IM Less than significant before mitigation, though improvement measures would also be implemented to further reduce the impact

S Significant

SU Significant and unavoidable adverse impact, no feasible mitigation

SUM Significant and unavoidable adverse impact, after mitigation

Table S-2: Summary of Measures Identified in the CPE Checklist

Environmental Topic	Mitigation Measures
Cultural Resources	<p>Project Mitigation Measure M-CP-1: Archeological Resources Testing (Implementing <i>Eastern Neighborhoods PEIR</i> Mitigation Measure J-2)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p> <p>Consultation with Descendant Communities: On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p>Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning</p>

Environmental Topic	Mitigation Measures
	<p>Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p>Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP</p>

Environmental Topic	Mitigation Measures
	<p>prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p>Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC.</p>

Environmental Topic	Mitigation Measures
	<p>The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>
<p>Noise</p>	<p>Project Mitigation Measure M-NO-1: Construction Noise, Pile-Driving (<i>Eastern Neighborhoods PEIR</i> Mitigation Measure F-1)</p> <p>The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors shall be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity during times of the day that would minimize disturbance to neighbors.</p> <p>Project Mitigation Measure M-NO-2: Construction Noise (Implementing <i>Eastern Neighborhoods PEIR</i> Mitigation Measure F-2)</p> <p>Prior to commencing construction, the project sponsor shall submit a plan for noise attenuation measures 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:</p> <ol style="list-style-type: none"> 1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. 2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, including the existing residences at 999 16th Street and 49 Missouri Street and any other known adjacent noise-sensitive receivers. 3. Utilize noise control blankets on the building structure adjacent to noise-sensitive receivers as the building is erected to reduce noise emission from the site. 4. 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. 5. Notify the Department of Building Inspection and neighbors in advance of the schedule for each major phase of construction (i.e., building demolition, site preparation, grading, excavation, and building construction) and expected loud activities. 6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by the Director of Building Inspection that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. 7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) wherever feasible. 8. Locate noisy station equipment (e.g., generators and compressors) and material unloading and staging away from the most sensitive adjacent uses and to areas with the most ambient noise (e.g., the corner of 16th Street and Mississippi Street). 9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. <p>The on-site noise monitoring shall be conducted throughout the site and at nearby noise sensitive receivers at the beginning of major</p>

Environmental Topic	Mitigation Measures
	<p>construction phases (e.g., demolition, excavation). The purpose would be to help determine the loudest activities and what additional measures can be provided as needed to reduce the potential for noise impacts. Continuous noise monitoring shall occur for the first two weeks of each phase and a summary report shall be provided to the Planning Department at the conclusion of each major phase of construction documenting noise levels and additional measures to reduce project impacts as needed.</p> <p>Project Mitigation Measure M-NO-3: Siting of Noise-Sensitive Uses (Eastern Neighborhoods PEIR Mitigation Measure F-4) 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.</p> <p>Project Mitigation Measure M-NO-4: Siting of Noise-Generating Uses (Eastern Neighborhoods PEIR Mitigation Measure F-5) 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 29091, 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.</p>
Air Quality	<p>Project Mitigation Measure M-AQ-1: Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1) The project sponsor or the project sponsor's Contractor shall comply with the following</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> 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

Environmental Topic	Mitigation Measures												
	<p>standards automatically meet this requirement.</p> <p>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</p> <p>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.</p> <p>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.</p> <p>B. Waivers.</p> <p>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).</p> <p>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.</p> <p>Table – Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="604 946 1549 1076"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 3</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 3</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 3</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>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.</p> <p>* Alternative fuels are not a VDECS.</p> <p>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.</p> <p>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,</p>	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*
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*											

Environmental Topic	Mitigation Measures
	<p>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.</p> <p>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.</p> <p>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 ERO shall review and approve. 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.</p> <p>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.</p> <p>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)</p> <p>The project sponsor shall ensure that the backup diesel generator meets or exceeds one of the following emission standards for particulate matter: Tier 4 certified engine (interim or final, whichever is in effect), or (2) use of a current EPA Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter is identical to the ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>
<p>Hazardous Materials</p>	<p>Project Mitigation Measure M-HZ-1: Hazardous Building Materials (Eastern Neighborhoods PEIR Mitigation Measure L-1)</p> <p>The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>

C. SUMMARY OF PROJECT ALTERNATIVES

The three alternatives analyzed in Chapter VI of this EIR are the No Project Alternative, Reduced Density Alternative, and Metal Shed Reuse Alternative as shown in **Table S-3**. These alternatives represent a reasonable range of potentially feasible alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project, and would avoid or substantially lessen the significant adverse environmental impacts to transportation and circulation. The selected alternatives were based on the applicable land use regulations pertaining to the site, including zoning and the Showplace Square/Potrero Area Plan, engineering standards, building code requirements and public comment. These alternatives are:

- The No Project Alternative, under which the project site would not be redeveloped with the proposed project and the project site would remain generally in its existing condition.
- The Reduced Density Alternative, under which the project site would be developed with fewer residential units and less commercial space at the same maximum allowable heights but with a smaller footprint to allow for more open space. This alternative would include 273 residential units, 16,880 square feet of commercial space, 56,850 square feet of open space, 271 off-street parking spaces within a partially below-grade garage, and associated improvements. The total building area would be 561,625 gsf and building heights would be 6 stories (68 feet) along 16th street and 4 stories (48 feet) along 17th Street. (Certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, would extend up to 10 feet above the maximum building height, and elevator shafts would extend up to 16 feet above the maximum building height, as permitted by Planning Code Section 260 (b).)
- The Metal Shed Reuse Alternative, under which all the warehouse buildings on the site (1210 17th Street/975 16th Street and 1200 17th Street) would be retained and reused. Along with a new building with underground parking in the northeast corner of the site, this alternative would host a mix of residential units, commercial space, and artist workspace and exhibition space including 177 residential units, 20,200 square feet of commercial space, 55,323 square feet of artist workspace and exhibition space, 36,291 square feet of open space, 123 off-street parking spaces within a below-grade garage, and associated improvements. The total building area would be 369,907 gsf and building heights would be up to 5 stories (58 feet) along 16th street and 4 stories (48 feet) along 17th Street. (Certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, would extend up to 10 feet above the maximum building height, and elevator shafts would extend up to 16 feet above the maximum building height, as permitted by Planning Code Section 260 (b).) Although no significant and unavoidable impacts are identified related to the demolition of the existing warehouses, this alternative was analyzed in response to the public comments that requested analysis of a smaller-scale alternative that retains the existing warehouses.

A comparison of significant impacts of the proposed project to impacts of the alternatives is shown in **Table S-4**. Other than the No Project Alternative, the Reduced Density Alternative is identified as the environmentally superior alternative because it would to some extent meet the project sponsor's basic objectives, while avoiding all but one of the traffic-related significant unavoidable impacts of the proposed project. This impact reduction would be achieved because this alternative would have fewer residential units and commercial space at the site compared to the proposed project, and therefore have associated reductions in vehicle traffic compared to the proposed project.

Table S-3: Summary of Project Alternatives and Proposed Project Development

Use	Proposed Project	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Total Building Area (gsf)	616,452	109,500	561,625	369,907
Residential Units				
Studio	53	-	0	18
1 Bedroom	182	-	162	83
2 Bedroom	146	-	82	68
3 Bedroom	14	-	29	8
Total Units	395	-	273	177
Commercial/Public Use (gsf)				
Retail	17,818	-	15,180	10,100
Restaurant	7,150	-	1,700	10,100
Artist Workspace	-	-	-	46,957
Public Exhibition Space	-	-	-	8,366
Total Commercial/Public Space (gsf)	24,968	-	16,880	75,523
Open Space (gsf)	50,932	-	56,850	36,291
Building Heights				
Along 16 th Street in ft (stories)	68 (6)	39	68 (6)	58 (5)
Along 17 th Street in ft (stories)	48 (4)	34	48 (4)	48 (4)
Parking				
Off-Street Non-Residential Spaces	45	-	36	0
Off-Street Residential Spaces	338	-	233	121
Off-Street Car Share Spaces	5	-	2	2
Total Off-Street Vehicle Spaces	388		271	123
Class I Bicycle Spaces	455	-	218	184
Class II Bicycle Spaces	52	-	21	20
Off-Street Loading Spaces	1	14	2	3
On-Street Loading Zones	2 passenger; 2 commercial	-	0	0

Sources: DKS Associates, Inc., 901 16th Street/1200 17th Street Potrero Partners, LLC Mixed-Use Project Transportation Impact Study, March 2015; Christiani Johnson Architects, Inc., Reduced Density Alternative and Metal Shed Reuse Alternative, March 2015.

Table S-4: Comparison of Significant Impacts of the Proposed Project to Impacts of Alternatives

Description of Topic	Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Ability to Meet Project Sponsor's Objectives				
The proposed project would meet all of the project sponsor's objectives.		No objectives would be achieved except that the historic brick office building would be retained.	Some of the project sponsor's objectives would be achieved, though to a lesser extent than the proposed project. The objective for incorporation of open space would be met to an even greater degree than with the proposed project. Financial feasibility is unknown.	Some of the project sponsor's objectives would be achieved, though to a lesser extent than the proposed project. Financial feasibility is unknown.
Land Use				
Cumulative Loss of PDR Uses	The proposed project would contribute to a significant and unavoidable impact identified in the <i>Eastern Neighborhoods PEIR</i> due to the cumulative loss of PDR (Production, Distribution, and Repair), as discussed in the CPE for this project (page 26). A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were not identified or more severe impacts than were analyzed in the PEIR. (SU)	Not applicable	Same as the proposed project (SU)	Less than the proposed project, but still a reduction in the amount of PDR space (SU)

Transportation and Circulation				
Vehicle Traffic at Intersections	Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
	Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at one of the 14 study intersections: Mariposa Street and the I-280 southbound on-ramp, but changes already underway and expected to be in place prior to the proposed project becoming operational would fully mitigate this impact. (LTS with changes being implemented by others)	Not applicable	Less than the proposed project (LTS with changes being implemented by others)	Less than the proposed project (LTS with changes being implemented by others)
	Impact TR-3: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at one of the three intersections impacted by the project, Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
Transit Demand	Impact TR-4: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Pedestrians	Impact TR-5: The proposed project would not result in an increase in the amount of overcrowding on	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)

	public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians. (LTS)			
Bicyclists	Impact TR-6: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Loading	Impact TR-7: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Emergency Vehicles	Impact TR-8: The proposed project would not result in significant impacts on emergency vehicle access. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)
Construction Traffic	Impact TR-9: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Parking	Impact TR-10: The proposed project would not result in parking-related significant transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Cumulative Vehicle Traffic at Intersections	Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)

	Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at two of the four intersections impacted by the project, 7th/16th/Mississippi Street and Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
	Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Pedestrians	Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Bicyclists	Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative bicycle impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Construction Traffic	Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Historic Architectural Resources				
Historic Buildings	Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

	Standards as proposed, would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts. (LTS)			
Cumulative Historic Buildings	Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

Legend

NI No impact

LTS Less than significant or negligible impact; no mitigation required

LTS+IM Less than significant impact, though improvement measures would also be implemented to further reduce the impact

S Significant

SU Significant and unavoidable adverse impact, no feasible mitigation

SUM Significant and unavoidable adverse impact, after mitigation

D. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

The Planning Department prepared a CPE checklist and published a NOP of an EIR on February 11, 2015, announcing its intent to prepare and distribute a Focused EIR (the NOP and CPE checklist are presented as Appendix A to this EIR). Publication of the NOP and CPE checklist initiated a 30-day public review and comment period that began on February 11, 2015, and ended on March 15, 2015. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and State agencies.

During the review and comment period, a total of 86 comment sets, including letters, emails, and comment cards submitted to the Planning Department or provided orally at the public scoping session, were provided by interested parties. The comment letters, emails, and comment cards received in response to the NOP/CPE Checklist and a transcript of the oral comments received at the March 4, 2015, public scoping meeting are available for review as part of Case File No. 2011.1300E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project.

On the basis of public comments submitted after publication of the NOP, potential areas of controversy and unresolved issues for the proposed project include:

- **Parking:** Some commenters noted concern that the proposed amount of parking was not enough. A ratio of at least one parking space per unit was frequently referenced as the amount of parking that should be provided. Some noted difficulty finding street parking in the area that has been and would be exacerbated by area development including the proposed project. Conversely, some commenters noted parking should be limited to encourage less car ownership/driving.
- **Traffic:** Some commenters referenced concern over traffic in the area, including the existing congestion in the area and increased traffic from recent and upcoming development including the proposed project. Many specifically supported including an analysis of traffic and related issues in an EIR. Specifically referenced concerns included:
 - Congestion on Mississippi Street associated with the only parking access to the proposed project garages being located on that street.
 - Backups caused by rail crossing at 16th Street (Caltrain and possibly High Speed Rail).
 - Pedestrian and bicycle safety with increased congestion.
 - Other future changes that should be taken into account including the Golden State Warriors event center, high speed rail, and potential razing of I-280 north of Mariposa Street.
 - Age of the data (2012) being stale.
 - Emergency response times from the bomb squad at 17th and DeHaro being delayed.
 - Caltrans and other commenters expressed a desire to assess the proposed project's Vehicle Miles Traveled (VMT) in addition to or instead of LOS analysis.

- **Density/Size:** Some commenters stated their belief that the proposed project is too big for the site in relation to density of units and/or scale of the building. This was often related to land use and planning (statements that it is not consistent with plans), traffic, and/or neighborhood character.
- **Area Development/Unit Goals Exceeded:** Some commenters stated that too much development has occurred in the area recently, sometimes specifically referencing unit count projections for the area and their belief that those projections are being exceeded by projects in the pipeline. This was often linked to lack of infrastructure improvements identified in the Eastern Neighborhoods Plan related to area growth including road and transit improvements, parks, utilities and services.
- **Architecture/Design:** Some commenters noted dissatisfaction with the look of the proposed building. Sometimes comments related to not liking the architecture or scale, though often comments also related to the commenters' desire to retain more of an industrial feel.
- **Parks and Open Space:** Some commenters noted a need for additional parks and open space in the area to accommodate existing and future residents including those from the proposed project. Some suggested new projects should not be approved until specific plans for additional parks/open spaces were identified and/or constructed. Some suggested the project site should be used entirely as a park for the area.
- **Historic Architectural Resources:** Some commenters asserted that industrial buildings on the site are historic, some specifically referring to the metal shed warehouses and association with Pacific Rolling Mill Co. and more generally referring to reminders of the past industrial nature of the area. Some commenters specifically referenced support of a metal shed reuse alternative suggested by Save the Hill.
- **Eastern Neighborhood PEIR:** Some commenters suggested the Eastern Neighborhood PEIR was too old to rely on for tiering or otherwise inaccurate for assessment of cumulative impacts. This was often tied to the issue of the extent of recent and proposed development in the area. Sometimes specific topics were identified under this issue such as traffic, hazardous materials and loss of historic buildings.
- **PDR Job/Use Loss:** Some commenters noted concern over loss of PDR-type jobs and spaces for such employment both specific to this site and cumulatively in the Eastern Neighborhoods.
- **Toxics During Construction:** Some commenters noted concern regarding contaminated soils and groundwater and the possibility of health impacts to neighbors and/or nearby school children.
- **Construction Impacts:** Some commenters noted concerns over potential impacts during the construction period, specifically dust/emissions, noise and parking/access to businesses.
- **Emissions, Vehicle:** Some commenters expressed concern over air quality in the area, specifically related to vehicles/traffic from existing as well as recent and upcoming development including the proposed project.
- **Views:** Some commenters noted concern over loss of views from and to Potrero Hill.

- **Shadows:** Some commenters noted the proposed project would cause shadows, often specifically related to the under-construction Daggett Park. Planning Code Section 295 was sometimes specifically referenced.
- **Nightclub Noise:** Some commenters expressed concern regarding the potential for conflict related to noise from the Bottom of the Hill nightclub and the proposed residential units along 17th Street that could negatively impact operation of the nightclub.
- **Geological Hazards:** Some commenters noted concern regarding geological hazards on/near the site and questioned the appropriateness of the site for the proposed development. Specific concerns included character of the soil and site (liquefaction potential, fault line, water levels, etc.) as well as potential for construction-period activities including vibration to damage nearby buildings and gas pipelines.
- **Beneficial Impacts:** Some commenters in support noted their belief that development in the proposed location would be less impactful than suburban development.
- **Other Comments:** Some comments were less common and did not fit under the above topics. These can be briefly summarized as pertaining to the commenters' belief that not enough is being done to address affordable and family housing, area crime, access to area business during construction, water supply/drought, area school capacity, wind tunnels related to tall buildings, and that additional right-of-way for the sidewalk along 17th street should be taken from the project property and not existing right-of-way.

The above issues are addressed and analyzed throughout this EIR and the CPE Checklist. Chapter V, Other CEQA Issues provides a summary of the comments received during the NOP scoping period and notes where each of these issues is specifically addressed in this document, or provides a response to the comment received.

Comments expressing support for the proposed project or opposition to it will be considered independently of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

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I. INTRODUCTION

PROJECT SUMMARY

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood (Assessor's block/lot: 3949/001, 001A, 002, and 3950/001). The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, and preserve the brick office building. The project sponsor proposes to construct two new buildings on-site. The 16th Street Building would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The 17th Street Building would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition, the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units. A detailed description of the proposed project is provided in Chapter II, Project Description.

PURPOSE OF THE EIR

This EIR analyzes the physical environmental effects associated with implementation of the proposed project. This EIR has been prepared by the San Francisco Planning Department (Planning Department) in the City and County of San Francisco, the Lead Agency for the proposed project, in compliance with the provisions of CEQA and the CEQA Guidelines (California Public Resources Code Section 21000 et seq., and California Code of Regulations Title 14, Section 15000 et seq., "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As described by CEQA and in the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental effects, where feasible. In undertaking this duty, a public agency has an obligation to balance a project's significant effects on the environment with its benefits, including economic, social, technological, legal, and other non-environmental characteristics.

This EIR is intended as an informational document to: evaluate the proposed project and the potential for significant impacts on the environment; examine methods of reducing adverse environmental impacts; identify any significant and unavoidable adverse impacts that cannot be mitigated; and identify reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental effects or reduce the impacts to a less-than-significant level. The Lead Agency is required to consider the information in the EIR, along with any other relevant information, in making its decisions on the proposed project. This analysis, in and of itself, does not determine whether a project will be approved, but aids the planning and decision-making process by disclosing the potential for significant and adverse impacts.

In conformance with CEQA and the CEQA Guidelines, this EIR provides objective information addressing the environmental consequences of the proposed project and identifies possible means of reducing or avoiding significant impacts, either through mitigation measures or feasible project alternatives.

The City and County of San Francisco must certify the Final EIR prior to acting on the project approval application for the proposed project. Under CEQA Guidelines Section 15161, this is a project-level EIR. This most common type of EIR examines the environmental impacts of a project and focuses primarily on changes in the environment that would result from project development. This type of EIR examines all phases of a project including planning, construction, and operation.

The CEQA Guidelines help define the role and standards of this EIR, as follows:

- **Informational Document.** An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Degree of Specificity.** The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. An EIR on a development project will necessarily be more detailed in its discussion of specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy (CEQA Guidelines Section 15146(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project...” Therefore, in identifying the significant impacts of the proposed project, this EIR focuses on the substantial physical effects and mitigation measures to avoid, reduce, or otherwise alleviate those effects.

ORGANIZATION OF THE DRAFT EIR

This Draft EIR has been organized as follows:

- **Summary:** This chapter summarizes the EIR by providing a concise overview of the proposed project; the environmental impacts that would result from the proposed project; mitigation measures identified to reduce or eliminate these impacts; and project alternatives.
- **Chapter I – Introduction:** This chapter includes a summary of the proposed project, a discussion of the purpose of the EIR, a list of the EIR organization, and a discussion of the environmental review process, including a list of areas of controversy to be resolved.

- **Chapter II – Project Description:** This chapter discusses the background and objectives of the proposed project; provides background data on the project location; describes the operational and physical characteristics of the proposed project; and identifies project approvals.
- **Chapter III – Plans and Policies:** This chapter provides a summary of the plans, policies, and regulations of the City and County of San Francisco that are applicable to the proposed project.
- **Chapter IV – Environmental Setting and Impacts:** This chapter describes the proposed project’s existing setting, environmental impacts, cumulative impacts, and mitigation measures. Each environmental topic is discussed in a separate section within this chapter, as follows:
 - A. Transportation and Circulation
 - B. Historic Architectural Resources
- **Chapter V – Other CEQA Issues:** This chapter describes growth inducement that would result from the proposed project; summarizes the significant environmental effects that cannot be mitigated to a less-than-significant level; describes significant irreversible changes that would result if the proposed project is implemented; and includes a summary of the comments received on the scope of the EIR and responses to those comments.
- **Chapter VI – Alternatives:** This chapter presents alternatives to the proposed project, including the No Project Alternative; the Reduced Density Alternative; and the Metal Shed Reuse Alternative, as well as other alternatives considered but rejected as infeasible. In addition, the environmentally superior alternative is identified.
- **Chapter VII – Report Preparers:** This chapter identifies preparers of the EIR.
- **Appendices:** Appendices include the Notice of Preparation and CPE Checklist (Appendix A).

ENVIRONMENTAL REVIEW PROCESS

The environmental review process for the proposed project is discussed below. As previously noted, the project site is located within the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Plan. The environmental review process for a project occurring within this Plan area is described in this section, followed by the specific environmental review process for the proposed project.

Background

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods Plan) was adopted in December 2008. The Eastern Neighborhoods Plan was an amendment to the San Francisco General Plan, adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and business uses.

During the Eastern Neighborhoods Plan adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Rezoning

and Area Plan EIR (*Eastern Neighborhoods PEIR*) by Motion 17659³ and adopted the Preferred Project for final recommendation to the Board of Supervisors.⁴

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments and new Area Plans for Central Waterfront, East SoMa, Mission, and Showplace Square/Potrero. New zoning districts included districts that permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced then existing industrial, commercial, residential single-use, and mixed-use districts.

The *Eastern Neighborhoods PEIR* was a comprehensive programmatic document that presented an analysis of the environmental effects of implementation of the Eastern Neighborhoods Plan, as well as the potential impacts under several proposed alternative scenarios. The *Eastern Neighborhoods PEIR* evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative.

A major issue in the Eastern Neighborhoods Plan rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the *Eastern Neighborhoods PEIR* assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City’s ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City’s General Plan. As part of the PEIR analysis, three rezoning options were developed for accommodating the projected population and job growth in the Eastern Neighborhoods. Based upon Department forecasts at the time of the PEIR, all three options would have resulted in a decline in PDR employment in the study area and an increase in population and non-PDR related job growth. Of the three options, Option A would have retained the largest amount of land to accommodate existing (i.e., at the time of the *Eastern Neighborhoods PEIR*) PDR uses and the fewest amount of non-PDR related jobs. Conversely, the loss of PDR jobs would have been greatest under Option C because the most land occupied by PDR uses at the time of the *Eastern Neighborhoods PEIR* would have been converted to residential and mixed uses. Option C was also projected to result in the greatest amount of population growth and job growth in non-PDR related jobs. With respect to Option B, population, job growth, and PDR loss within the Eastern Neighborhoods would have fallen between Options A and C.

After fully considering the environmental effects of and the various alternative scenarios discussed in the *Eastern Neighborhoods PEIR*, the alternative adopted by the Planning Commission was a combination of Options B and C. Under this combination known as the “Preferred Project”, the PEIR evaluated a total increase of 9,785 dwelling units in the Eastern Neighborhoods area, including 3,180 dwelling units within the Showplace Square/Potrero Area Plan.

The project site is in the Showplace Square/Potrero Area of the Eastern Neighborhoods Area Plan, which contains objectives and policies guiding development of the project site. The project site falls within the 16th-17th Street Corridor area plan designation (refer to Map 2 – Generalized Zoning Districts), which

³ 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>.

⁴ San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available online at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>.

encourages increased residential density mixed with existing PDR uses along 16th Street in acknowledgement of accessibility to nearby transit service. The plan also encourages limited-scale, neighborhood serving retail uses. Pursuant to the Eastern Neighborhoods Rezoning and Area Plans as approved on January 19, 2009, the project site was re-zoned to Urban Mixed Use (UMU) and the 68-X and 48-X height and bulk districts that allow maximum building heights of 68 feet along 16th Street and 48 feet on 17th Street.^{5,6}

The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed in the CPE Checklist (page 26 in Appendix A).

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review is required.

The proposed project has been determined to be consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{7,8}

PROJECT PROPOSAL

The project sponsor, Potrero Partners, LLC, filed a revised application for the site on June 17, 2014 for the environmental evaluation of the proposed project (this replaced a former 2012 proposal on the site that included residential units and a medical office building). As previously discussed, the project site is located within the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Plan, for which a comprehensive program-level EIR was prepared (*Eastern Neighborhoods PEIR*). Individual projects that occur under the Plan are required to undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site and to assess whether additional environmental review is required. The San Francisco Planning Department, serving as Lead Agency responsible for administering the environmental review for the proposed project, prepared a Community Plan Exemption (CPE) Checklist and found that preparation of an EIR was required. The CPE Checklist identified the environmental issues that would be addressed in the EIR and the environmental issues that could be excluded from further detailed analysis.

CEQA requires that, before a decision can be made to approve a project that could result in adverse and unmitigable physical effects, an EIR must be prepared that fully describes the environmental effects of the project. The EIR is a public information document for use by governmental agencies and the public to

⁵ The following zoning and height district maps were included at the PEIR Certification hearing: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1260>.

⁶ On July 21, 2011 the Planning Commission took further action to amend the Zoning Map and make numerous technical corrections, including rezoning the 47 square foot parcel (Block 3949 Lot 001A) within the project site from MUR to UMU and increasing the height limit of that parcel from 40 feet to 68 feet, consistent with the zoning and height limit of surrounding properties. This document is available at: <http://commissions.sfplanning.org/cpcpackets/2011.0559TZ.pdf>.

⁷ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 16th Street and 1200 17th Street, September 3, 2014.

⁸ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 16th Street and 1200 17th Street, January 22, 2015.

identify and evaluate potential environmental impacts of a project, to recommend mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR must be reviewed and considered by the Planning Commission and other approving bodies prior to a decision to approve, disapprove, or modify the project.

CEQA requires that agencies shall neither approve nor implement a project unless the project's significant environmental effects have been reduced to a less-than-significant level, essentially eliminating, avoiding, or substantially lessening the potentially significant impacts, except when certain findings are made. If an agency approves a project that would result in the occurrence of significant adverse impacts that cannot feasibly be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing, demonstrate that mitigation is infeasible based on the EIR or other information in the record, and adopt a Statement of Overriding Considerations.

The Planning Department prepared the CPE Checklist and published a Notice of Preparation (NOP) of an EIR for the project on February 11, 2015, announcing its intent to prepare and distribute a focused EIR (the NOP and CPE Checklist is Appendix A to this EIR). The CPE Checklist found that the proposed project would be generally consistent with and was encompassed within the analysis in the *Eastern Neighborhoods PEIR*. The CPE Checklist also determined that the *Eastern Neighborhoods PEIR* adequately anticipated and described the majority of the impacts of the proposed project, and identified the mitigation measures from the *Eastern Neighborhoods PEIR* applicable to the proposed project. The proposed project is also generally consistent with the zoning controls and the provisions of the Planning Code applicable to the project site and is in conformance with the height, use, and density for the site described in the *Eastern Neighborhoods PEIR*.

The CPE Checklist found that the following potential individual and cumulative environmental effects of the proposed project, as fully analyzed in the CPE Checklist, were adequately covered in the *Eastern Neighborhoods PEIR*: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources. As such, these issue topics are not further addressed in this EIR.

The CPE Checklist determined that the proposed project could result in potentially significant environmental impacts, and that an EIR is required under CEQA to analyze the following environmental topics: Transportation and Circulation and Historic Architectural Resources.

As noted in Summary, the proposed project is subject to Section 21099 to the California Public Resources Code, which eliminates consideration of impacts related to the topics of aesthetics and parking in determining the significance of physical environmental effects under CEQA for projects meeting certain criteria. Accordingly, this EIR does not contain a separate discussion of impacts related to the topic of aesthetics. The EIR nonetheless provides an overview of the existing and proposed visual character of the site and surroundings for informational purposes as part of Chapter II, Project Description. Furthermore, this EIR discusses parking in Chapter IV.A, Transportation and Circulation, for informational purposes only. Overall, the information regarding aesthetics (visual character) and parking provided here does not relate to the impact significance determinations in the EIR.

AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

Publication of the NOP and CPE Checklist initiated a 30-day public review and comment period that began on February 11, 2015 and ended on March 15, 2015. A public scoping meeting was also held on March 4, 2015. During the review and comment period, a total of 86 comment sets, including letters, emails, and comment cards submitted to the Planning Department or provided orally at the public scoping session were provided by interested parties. The comment letters, emails, and comment cards received in response to the NOP and CPE Checklist and a transcript of the oral comments received at the March 4, 2015 public scoping meeting are available for review as part of Case File No. 2011.1300E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project. Comments on the NOP and CPE Checklist that relate to environmental issues are addressed and analyzed throughout this EIR and the CPE Checklist. Chapter V, Other CEQA Issues provides a summary of the comments received during the NOP scoping period and notes where each of these issues is specifically addressed in this document, or provides a response to the comments received.

Comments expressing support for or opposition to the proposed project will be considered independently of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

PUBLIC PARTICIPATION

The CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA and planning processes. These opportunities will occur during the Draft EIR public review and comment period and public hearings before the San Francisco Planning Commission.

The Draft EIR is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (<http://tinyurl.com/sfceqadocs>). CDs and paper copies are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available in case File No. 2011.1300E for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street (call (415) 575-9028).

There will be a public hearing before the Planning Commission during the 45-day public review and comment period for this EIR to solicit public comment on the adequacy and accuracy of information presented in this Draft EIR. The public comment period for this EIR is from August 13, 2015 to September 28, 2015. The public hearing on this Draft EIR has been scheduled before the Planning Commission for September 17, 2015 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:00 p.m. or later. Please call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time. In addition, members of the public are invited to submit written comments on the adequacy of the document, that is, whether this Draft EIR identifies and analyzes the possible environmental impacts, identifies appropriate mitigation measures and provides a reasonable range of alternatives to the proposed project for consideration. Comments are most helpful when they suggest specific alternatives and/or additional measures that would better mitigate significant environmental effects.

Written comments should be submitted to:

Sarah B. Jones, Environmental Review Officer Re: 901 16h Street and 1200 17th Street Project Draft EIR San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103

Comments may also be submitted by email to sarah.b.jones@sfgov.org. Comments must be received by 5:00 p.m., September 28, 2015.

Commenters are not required to provide personal identifying information. All written and oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

II. PROJECT DESCRIPTION

PROJECT OVERVIEW

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood. The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, preserve the brick office building, and retain some materials from one of the steel sheds for reuse within the proposed project. The project sponsor proposes to construct two new buildings on-site. The 16th Street Building would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The 17th Street Building would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units. Proposed project details are summarized in **Table II-1**.

PROJECT SPONSOR'S OBJECTIVES

The proposed project's key objectives are to:

1. Redevelop a large underutilized site into a development with a mix of ground floor retail uses along 16th Street and 17th Street, residential dwelling units, and substantial open space amenities.
2. Create a mixed-use project consistent with the Urban Mixed Use (UMU) zoning and the Showplace Square/Potrero Area Plan's policies that encourage a mix of land uses by providing both residential uses and community-serving retail uses on the site.
3. Build a substantial number of residential dwelling units on the site to contribute to the City's General Plan Housing Element goals and ABAG's Regional Housing Needs Allocation for the City and County of San Francisco.
4. Create a project that is consistent with the site's 48-X and 68-X height and bulk districts and is compatible with existing and contemplated development in the immediate vicinity.
5. Incorporate open space for the use of project residents in an amount equal to or greater than required by the UMU zoning.
6. Preserve and integrate the historic brick office building into the development, while removing the obsolete metal shed warehouses.
7. Develop a financially feasible project capable of providing a market-based return on investment and sufficient to satisfy both equity capital investment and debt financing providers.

Table II-1: Proposed Project Details

Description	16 th Street Building	17 th Street Building	Project Total
Site Area	90,060 sf	61,940 sf	152,000 sf
Total Building Area	402,943 gsf	213,509 gsf	616,452 gsf
Commercial Use Area	20,318 gsf	4,650 gsf	24,968 gsf
Open Space – Public*	9,966 sf	4,703 sf	14,669 sf
Open Space – Common*	24,184 sf	8,965 sf	33,149 sf
Open Space – Private*	1,390 sf	1,724 sf	3,114 sf
Number of Dwelling Units	260 units	135 units	395 units (53 studios, 182 one-bedrooms, 146 two-bedrooms, and 14 three-bedrooms)
Number of Parking Spaces	263	125	388 (336 residential, 47 commercial, 5 car share)
Number of Bicycle Parking Spaces	264 Class 1, 40 Class 2	191 Class 1, 12 Class 2	455 Class 1 (secure indoor) and 52 Class 2 (sidewalk bike racks)
Number of Loading Spaces	1 off-street, 1 commercial on-street and 1 residential on-street	1 commercial on-street and 1 residential on-street	5 (1 off-street, 2 commercial on-street, and 2 residential on-street)
Number of Buildings	1	1	2 (16th Street Building and 17th Street Building)
Height of Buildings	68 feet**	48 feet**	See building specific columns
Number of Stories	1 sub-surface, 6 above grade	1 sub-surface, 4 above grade	See building specific columns

Source: Proponent plans

gsf = gross square feet

* Public open space includes the publicly accessible pedestrian alley and plaza areas. Common open space includes the residential mews area, courtyards and roof decks that are not publicly accessible but shared by residents. Private open space includes private decks and patios.

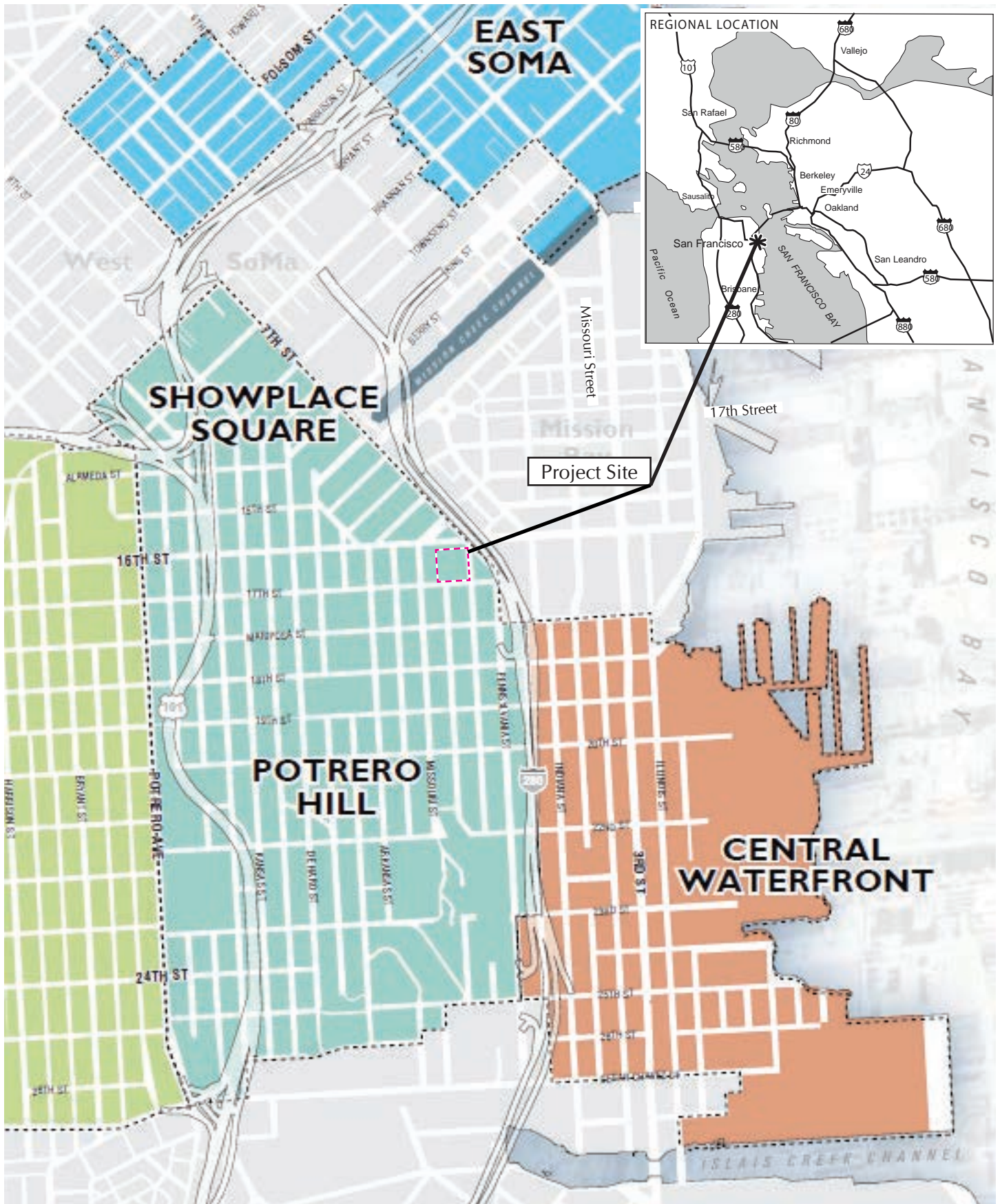
** Height measurement excludes elements exempt from height measurement pursuant to the Planning Code Section 260(b).

EXISTING PROJECT SETTING

The following includes a description of the project site characteristics as well as surrounding land uses.

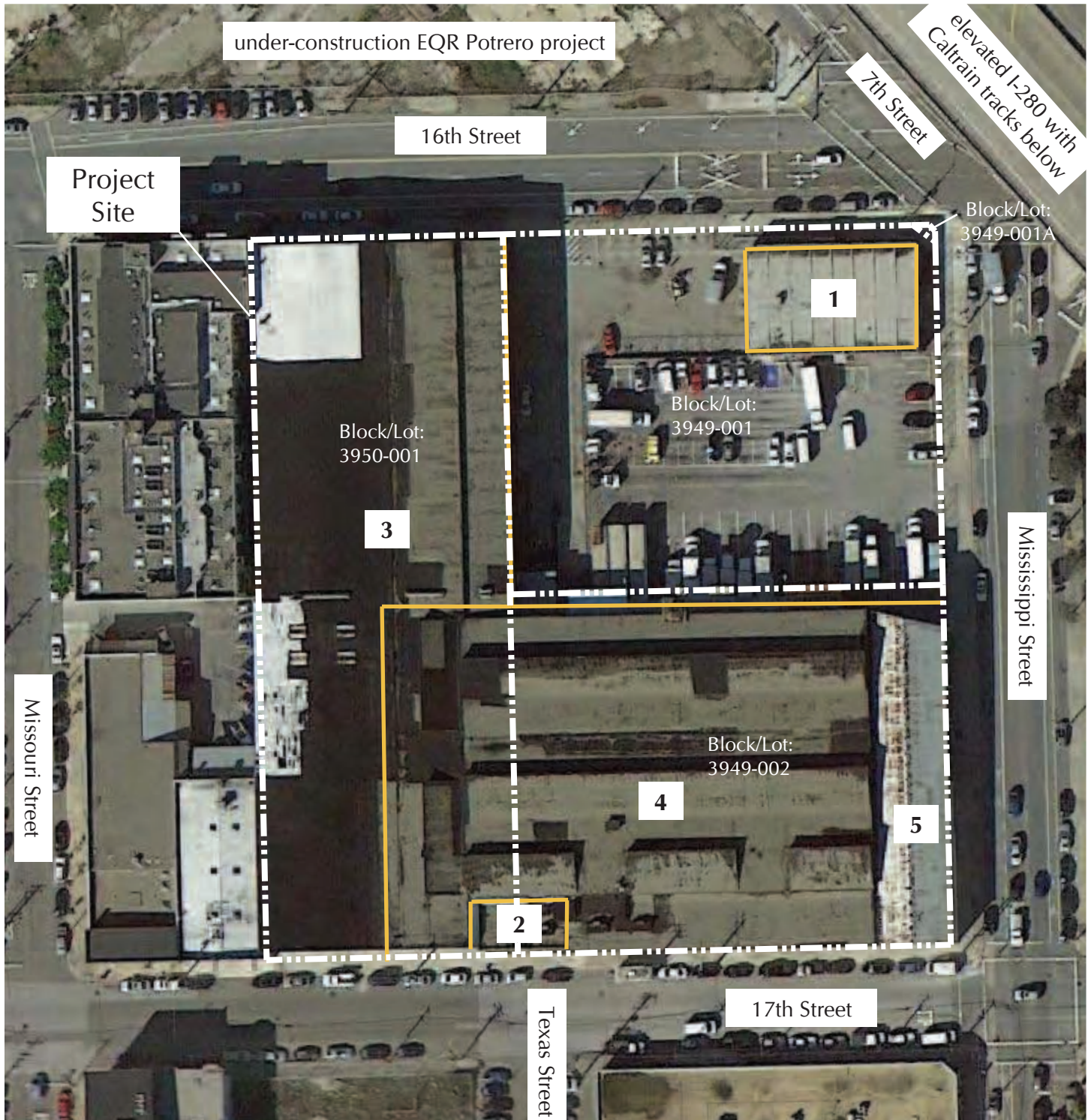
Project Site

As shown on **Figure II.1**, the project site is located in the lower Potrero Hill neighborhood on a 3.5-acre portion of the block bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south and Missouri Street to the west. The westerly portion of the block is not part of the project site and contains existing residential (live/work), retail and industrial buildings. The project site (see **Figure II.2**) currently contains a total of four existing buildings: two metal shed warehouse buildings and a modern modular office structure occupied by Cor-O-Van Moving and Storage Company, and a vacant brick office building that fronts onto 17th Street.





**Figure II.1:
Project Location**





1. Cor-o-van modular office building, 901 16th Street
2. Pacific Rolling Mill Co. brick office building, 1200 17th Street
3. Warehouse, 1210 17th Street / 975 16th Street
4. Integrated warehouse building at 1200/1100 17th Street
5. 1100 17th Street portion of integrated warehouse building (4)

Key

-  Project Site Parcel Boundaries
-  Numbered Building Elements (descriptions to left)



Source: GoogleMaps, Lamphier-Gregory

Figure II.2:
Project Site - Existing Conditions

The modern modular office structure is located at 901 16th Street, at the corner of 16th Street and Mississippi Street. The Cor-O-Van Moving and Storage Company occupies this modern modular office structure as part of its commercial moving and storage operations, employing approximately 50 people. The easterly warehouse building at 1200/1000 17th Street was originally constructed as two open air sheds but subsequently clad and enclosed with metal siding and connected internally. It is currently a one-story steel and wood-frame, multiple-wing, industrial building clad in corrugated metal siding. The westerly warehouse building at 1210 17th Street/975 16th Street was also originally constructed as an open air shed, and is also now a steel-frame industrial stock shed building clad in corrugated metal siding. The westerly warehouse building is the tallest of the existing buildings on the project site, measuring 46-feet, nine-inches in height at its highest point. Both warehouse buildings are currently used by Cor-O-Van Moving and Storage Company and a portion of the westerly warehouse building is leased to the University of California, San Francisco for storage.

The currently vacant brick office building that fronts onto 17th Street also has an address at 1200 17th Street. It was originally constructed by the Pacific Rolling Mill Co. in 1926 to house the office functions of the company's steel fabricating operation at the site.

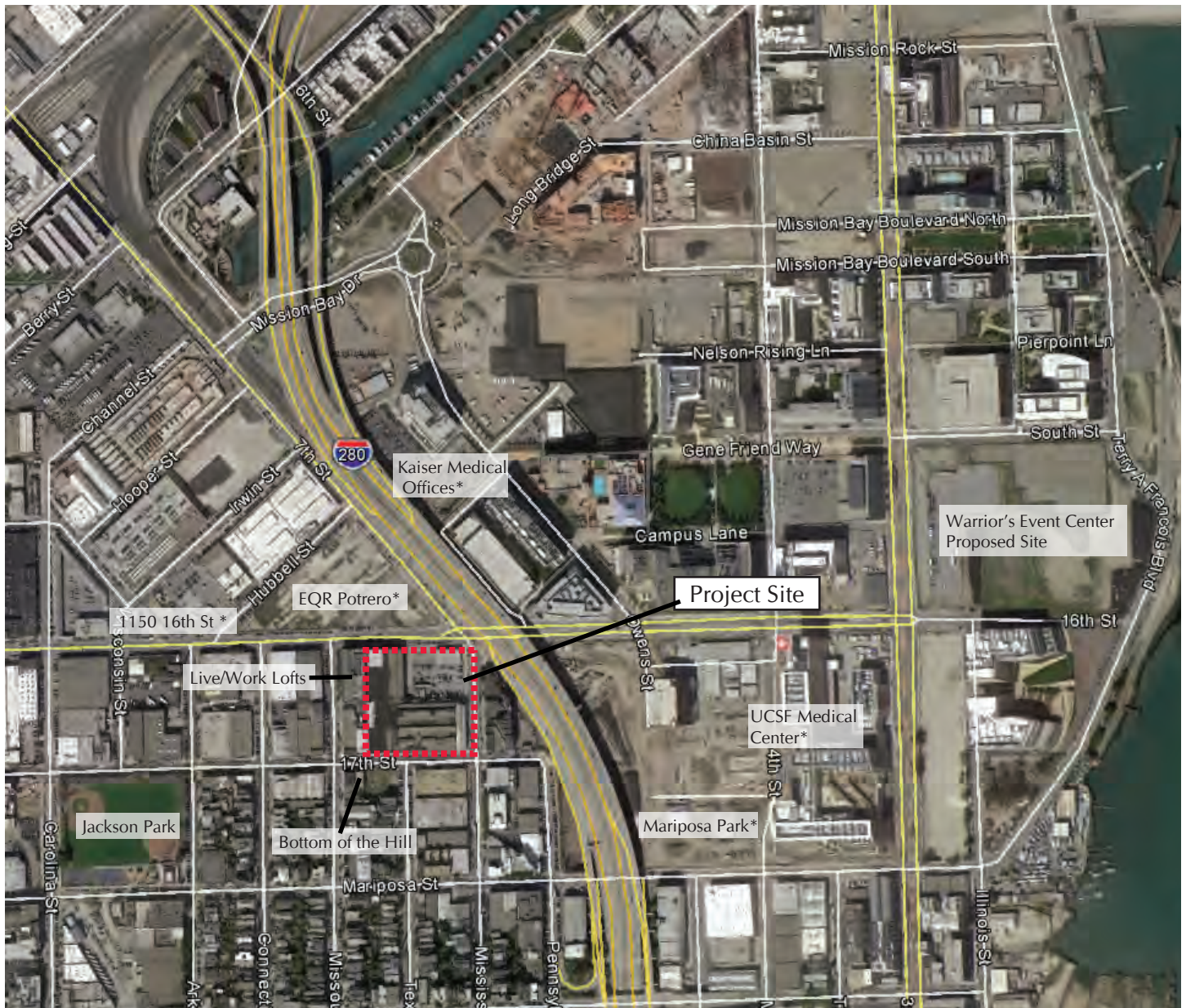
In total, the four existing buildings on the project site amount to approximately 109,500 gsf of building space. Surrounding the modular office structure is an open surface parking lot which is also used for access to the University of California, San Francisco (UCSF) storage and for fleet storage of the Cor-O-Van trucks and moving vans. The Cor-O-Van and/or UCSF vehicles (employee vehicles and moving trucks) can access the project site from two curb cuts on 16th Street, three curb cuts on Mississippi Street, and three curb cuts on 17th Street, although some curb cuts are currently unused.

Surrounding Land Uses

The project site and vicinity are shown in **Figure II.3**. Present land uses in the project site vicinity are varied and include educational facilities, light industry, office space, life science laboratories, a public park, residences and live/work units, retail, a nightclub, storage, warehouses and wholesale interior-design-related establishments. An elevated segment of Interstate 280 runs northeast of the project site. The Caltrain railroad tracks run parallel to and northeast of 7th Street and Pennsylvania Street beneath Interstate 280.

Sharing the same block but to the west of the project site are two buildings consisting of live/work lofts (one at 999 16th Street and the other at 49 Missouri Street), and two vacant buildings formerly occupied by Arch Art Supplies at 99 Missouri Street (retail) and All Auto Collision Repair at 1240 17th Street (light industrial).⁹

⁹ Public comments have indicated that the 99 Missouri Street building has been leased to the ALT School for use as a school. To date, the City has not received an application to change the use of this building.



* indicates under construction either currently or in imagery.

**Figure II.3:
Project Vicinity**



Source: GoogleMaps, Lamphier-Gregory
Imagery Date 3/22/2014

Immediately to the north and across 16th Street is the currently under-construction EQR Potrero project, previously called Daggett Place, and also known as the 1000 16th Street project (Planning Department Case No. 2003.0527). As approved, the EQR Potrero project would include two six-story, 68-foot tall buildings consisting of 468 dwelling units, approximately 15,000 gsf of ground-floor retail, approximately 7,000 gsf of PDR spaces, and 307 parking spaces. The existing Daggett Street right-of-way between the two buildings is planned for development of a publically-accessible park (but not under the jurisdiction of the Recreation and Parks Department), to be known as Daggett Park.

Uses to the west of the project site along 16th Street include Wo Chong Company, Inc. (light industrial food production), Bay Medical Center (medical offices), and Creativity Explored (non-profit art studios open to the public). These structures are generally two-to-three stories tall. The three blocks west of Arkansas Street along 16th Street include restaurant, retail, light industrial, office and warehouse distribution uses. One former restaurant (Axis Café) was recently demolished and is the site of the approved but as yet un-built 1150 16th Street project (also known as 1201 8th Street, Planning Department Case No. 2004.1004). As approved, the 1150 16th Street project would construct two mixed-use buildings (one 58-foot tall, one 68-foot tall), consisting of 15 dwelling units, approximately 6,000 gsf of ground-floor retail, and approximately 13,000 gsf of PDR space. The blocks south of the project site become progressively more residential, but areas south of 17th Street also include the two-block Jackson Playground, Anchor Brewing (light industrial), fleet parking for Coach 21 buses (transportation storage), Rainbeau (fabrication/light industrial), San Francisco Fabrics and R&J Auto (medium industrial), and other retail and office uses. Further to the south along Mariposa Street, from Arkansas Street to Pennsylvania Street, land use is entirely residential with the exception of a design-oriented office and Direct Mail Center (light industrial) on the two southern corners of the intersection of Mariposa Street and Mississippi Street.

East of Interstate 280, on the opposite (northeast) side of the freeway from the project site is Mission Bay South, which includes the J. David Gladstone Institute, an under-construction Kaiser Permanente Medical Office Building, the UCSF Mission Bay campus (including the recently-completed UCSF Hospital), other biotechnology labs and offices, multi-family residential buildings, parking structures, and the site of a new arena proposed by the Golden State Warriors basketball team. The Caltrain tracks operate east of the project site and include an at-grade crossing of 16th Street slightly east of and coordinated with the 7th/16th/Mississippi Street intersection.

PROPOSED PROJECT

The application for the proposed project has been submitted by Potrero Partners for development on two proposed lots, but each respective portion of the proposed project could be developed separately, as described further below.

The project proposes to merge the four existing lots into two lots, demolish all existing on-site buildings and surface pavement on the project site except for the existing brick office building (discussed under Ground Floor Retail below), and construct two mixed-use buildings with associated infrastructure. The northern portion of the site along 16th Street is proposed to be developed as a mixed-use building that would reach 68 feet at 6 stories. The southern portion of the site along 17th Street is proposed to be developed as a mixed-use building that would reach 48 feet at 4 stories. (Building heights are measured pursuant to Planning Code Section 260(a).)

The two proposed buildings would be separated from each other by a 39-foot-wide “residential mews” common open space area, and separated from the existing development along the western edge of the block by a publicly accessible pedestrian alley that would connect 16th and 17th Streets. **Figure II.4** shows the overall site plan. **Figure II.5** through **Figure II.7** show the building elevations. **Figure II.8** through **Figure II.11** show the plans by floor for the 16th Street Building including the roof plan as **Figure II.12**, and **Figure II.13** through **Figure II.15** show plans by floor for the 17th Street Building, including the roof plan as **Figure II.16**.

As allowed by San Francisco Planning Code Section 260(b), parapets are allowed up to 4 feet above the maximum building height and certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, are allowed to extend up to 10 feet above the maximum building height. Elevator shafts are allowed to extend up to 16 feet above the maximum building height provided they do not together exceed 20 percent of the horizontal area of the roof above which they are situated.

For the 16th Street Building, stair penthouses, elevator penthouses and mechanical equipment would cover approximately 12 percent of the horizontal area of the roof and would reach 78 feet (stair and mechanical penthouses) and 82 feet (elevator shafts), which are lower than the additional 16 feet that is permitted (up to 84 feet) by Planning Code Section 260(b).

For the 17th Street Building, the stair and elevator penthouses together would cover approximately 3.8 percent of the horizontal area of the roof and would reach 51 or 52 feet, which are lower than the additional 10 feet and 16 feet that is permitted (up to 74 feet) by Planning Code Section 260(b).

Heights and locations of rooftop elements are indicated on **Figures II.4** through **II.6**, **II.11**, and **II.15**.

Residential

A total of 395 dwelling units are proposed as detailed in **Table II-2**. Ground floor units with stoops are proposed along 17th Street, the publicly accessible pedestrian alley, and onto the residential mews. The remaining units are on upper floors. The proposed project complies with requirements for inclusion of units with two or more bedrooms (at least 40% per Planning Code Section 843.25).

Table II-2: New Residential Dwelling Unit Mix

Unit Type	Unit Count by Building		Total Units	Percent Total Units
	16th Street Building	17th Street Building		
Studio	53	0	53	13%
1 Bedroom	103	79	182	46%
2 Bedroom	95	51	146	37%
3 Bedroom	9	5	14	4%
Total Units	260	135	395	100%

Source: Proponent plans

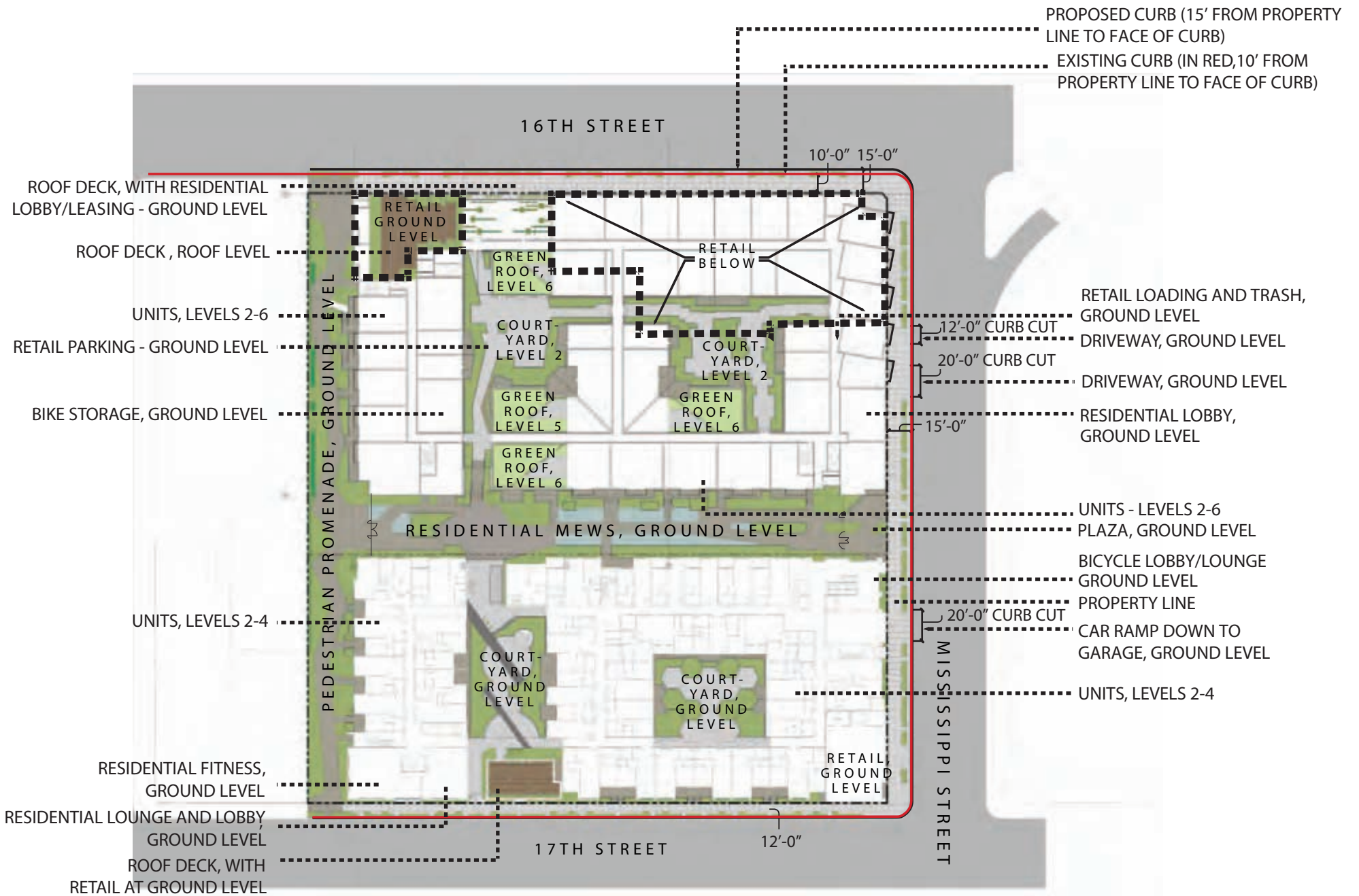
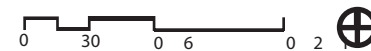


Figure II.4: Site Plan

Source: PGA Design dated 11/14/2014



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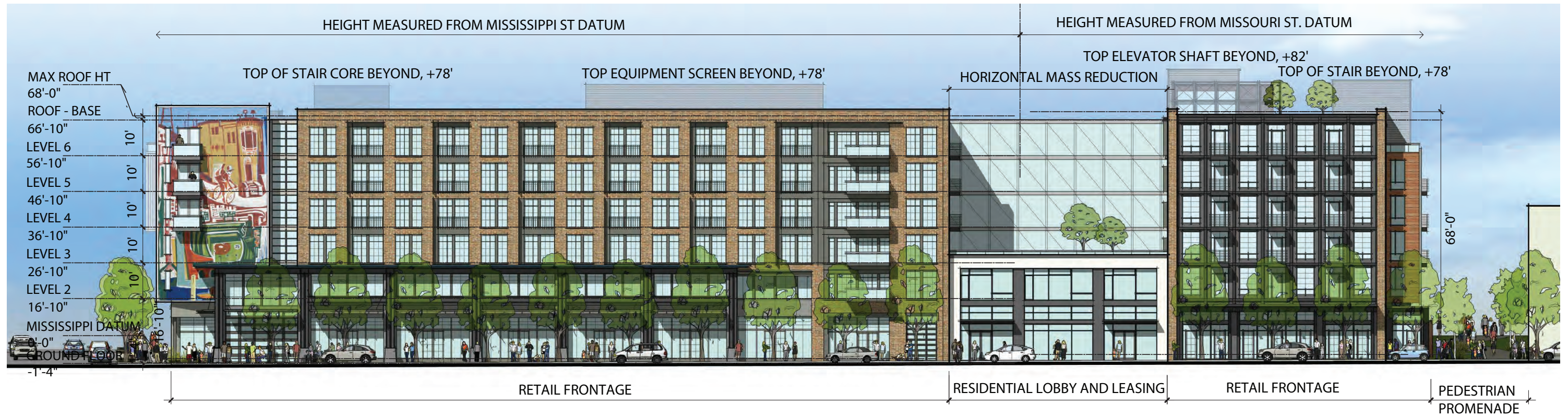


Figure II.5: Building Elevations, 16th Street (North)

Source: BARarchitects, dated 12/17/2014



Figure II.6: Building Elevations, Mississippi Street (East)

Source: BARarchitects, dated 12/17/2014

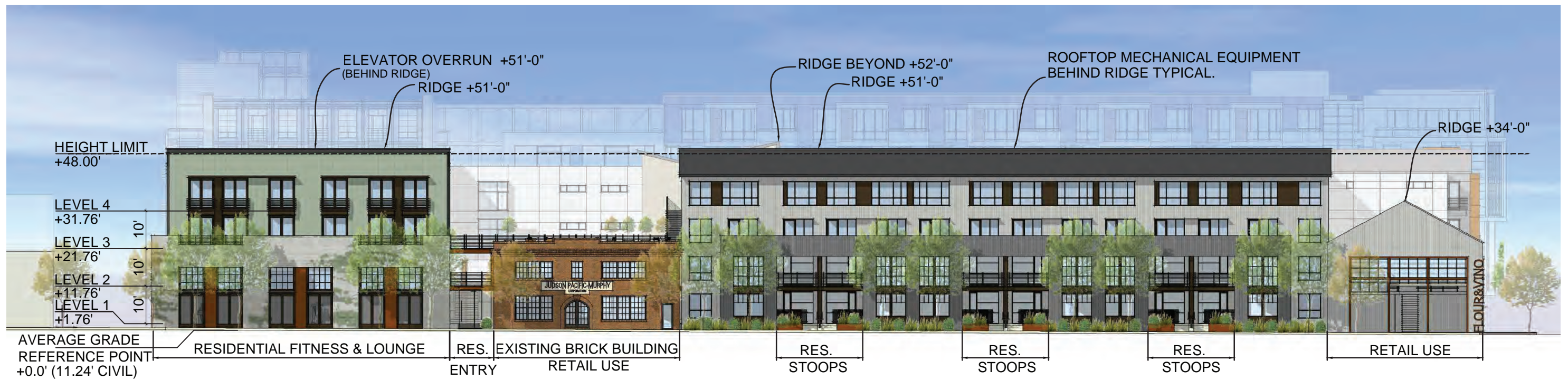


Figure II.7: Building Elevations, 17th Street (South)

Source: Christiani Johnson Architects, dated 12/17/2014

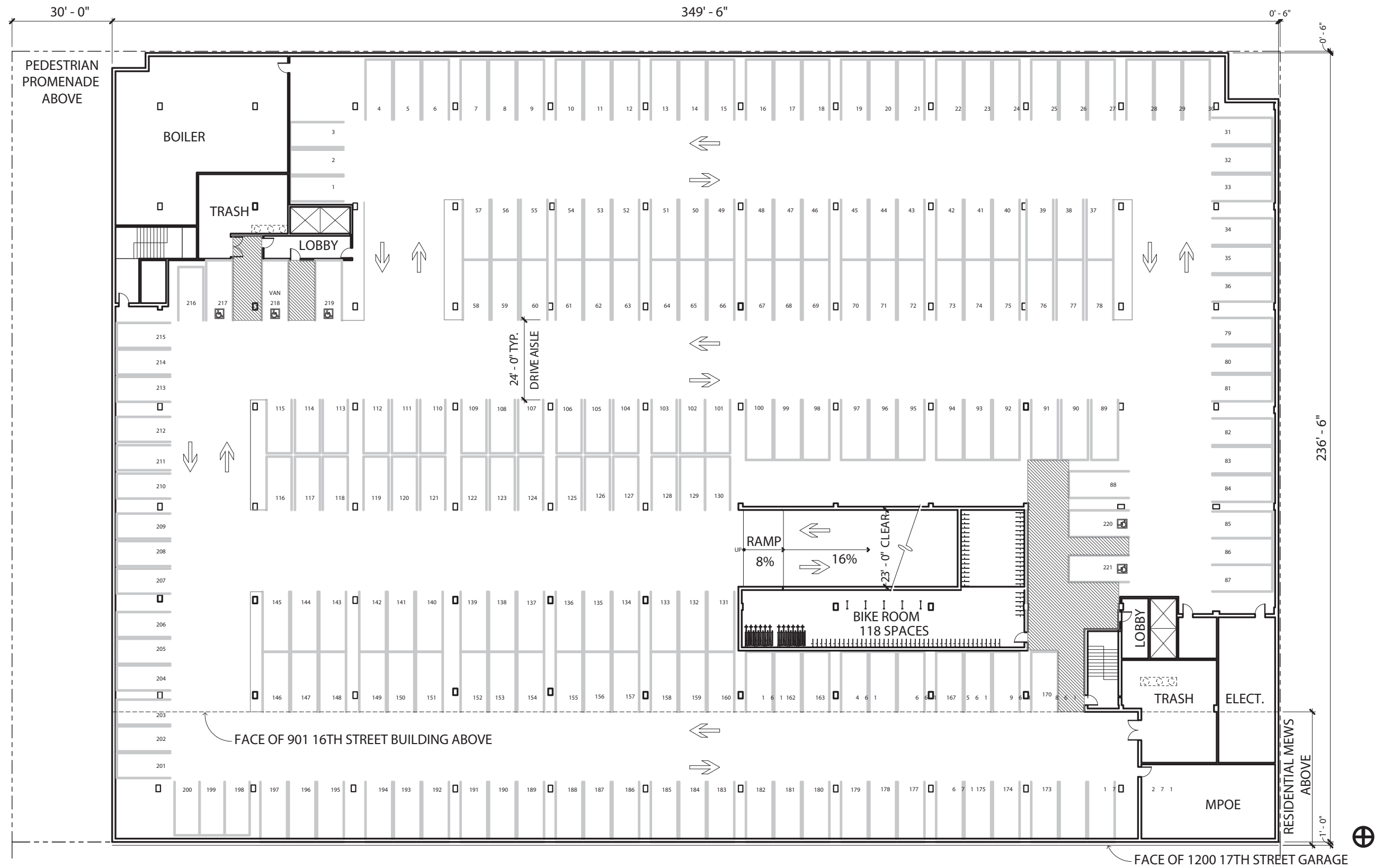


Figure II.8: Floor Plan, 90116th Street, Basement
 Source: BARarchitects, dated 6/19/2014

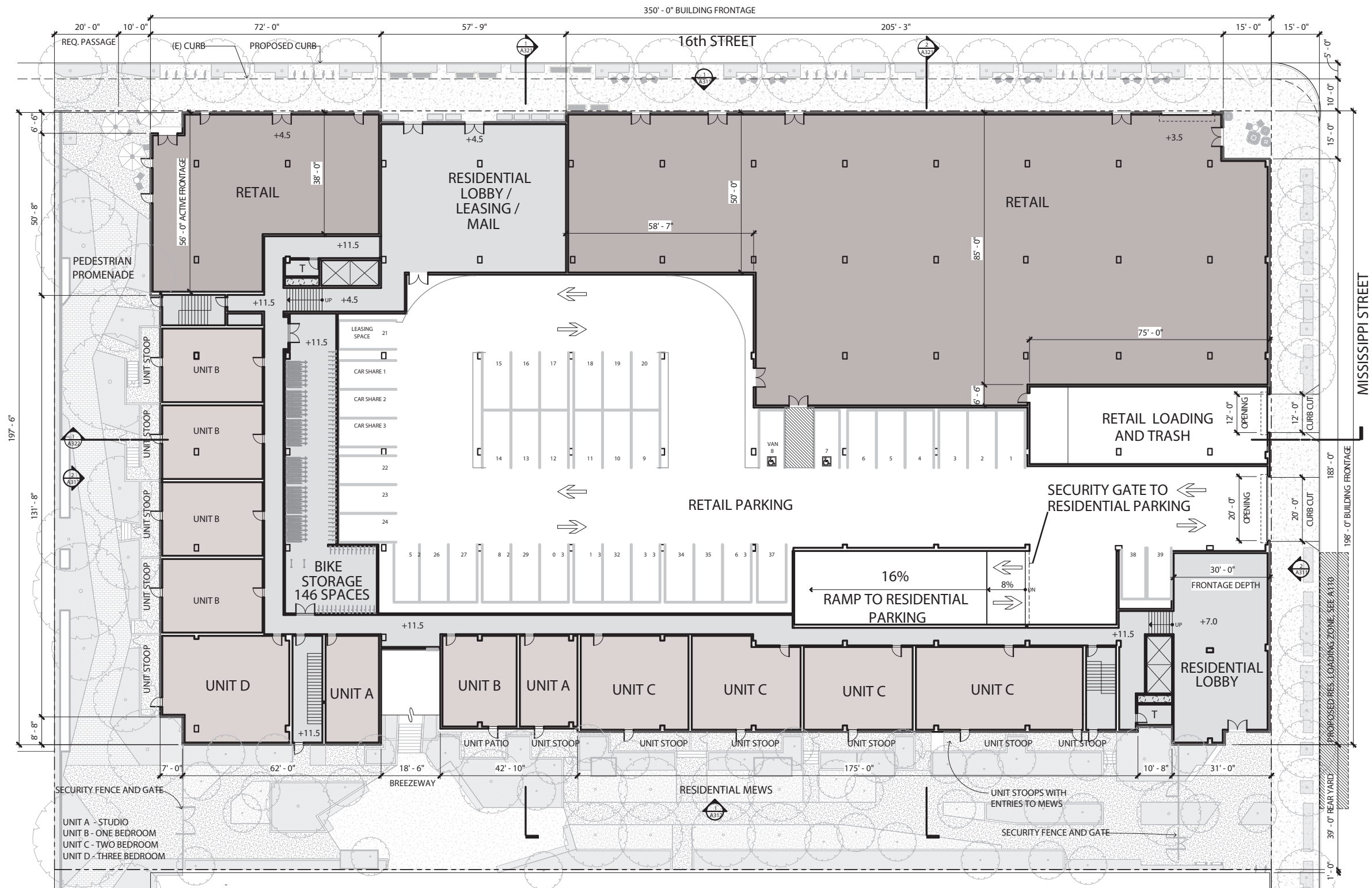


Figure II.9: Floor Plan, 90116th Street, Ground Floor
 Source: BARarchitects, dated 6/19/2014

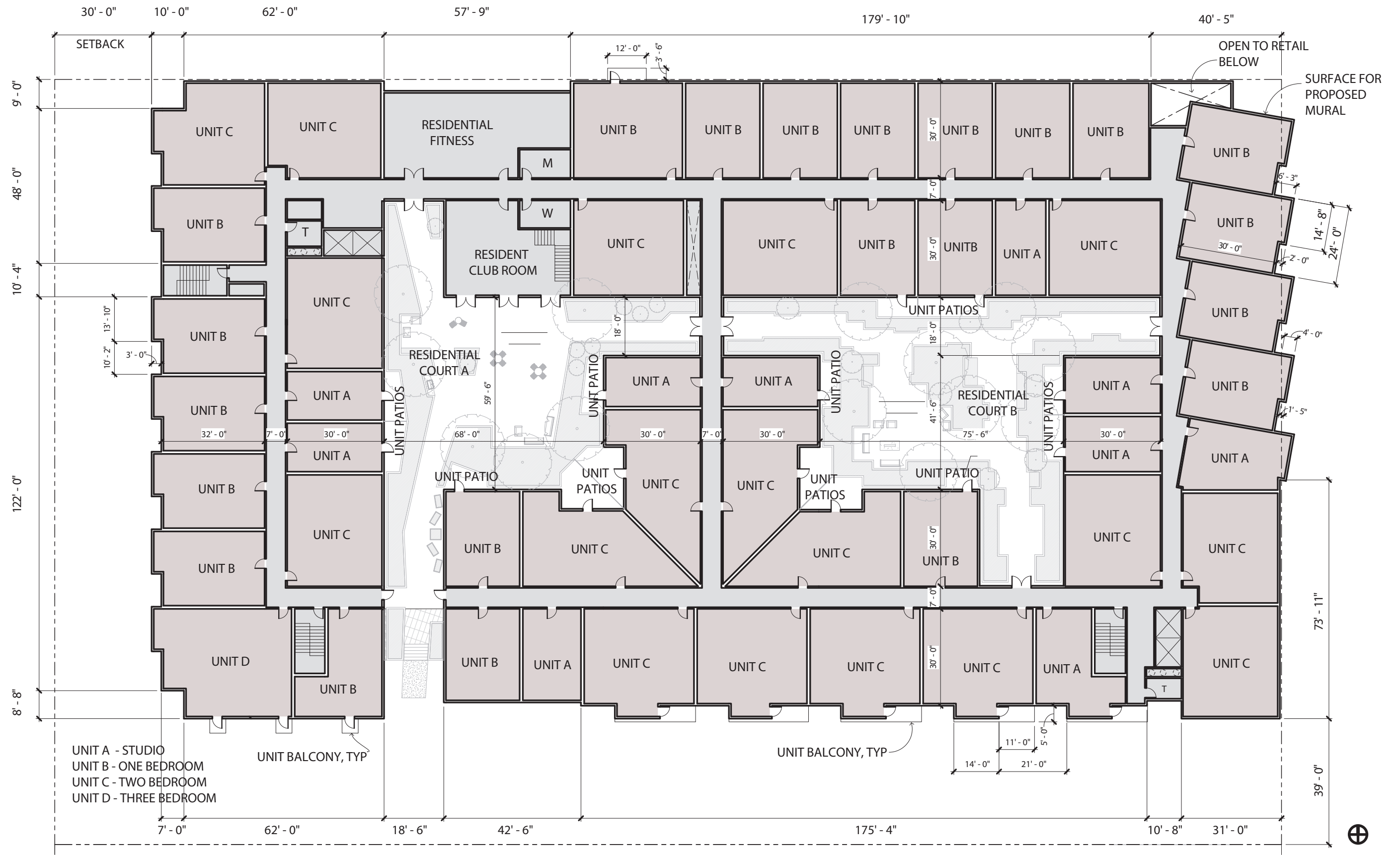


Figure II.10: Floor Plan, 901 16th Street, Podium Level (2nd Floor)
Source: BARarchitects, dated 6/19/2014

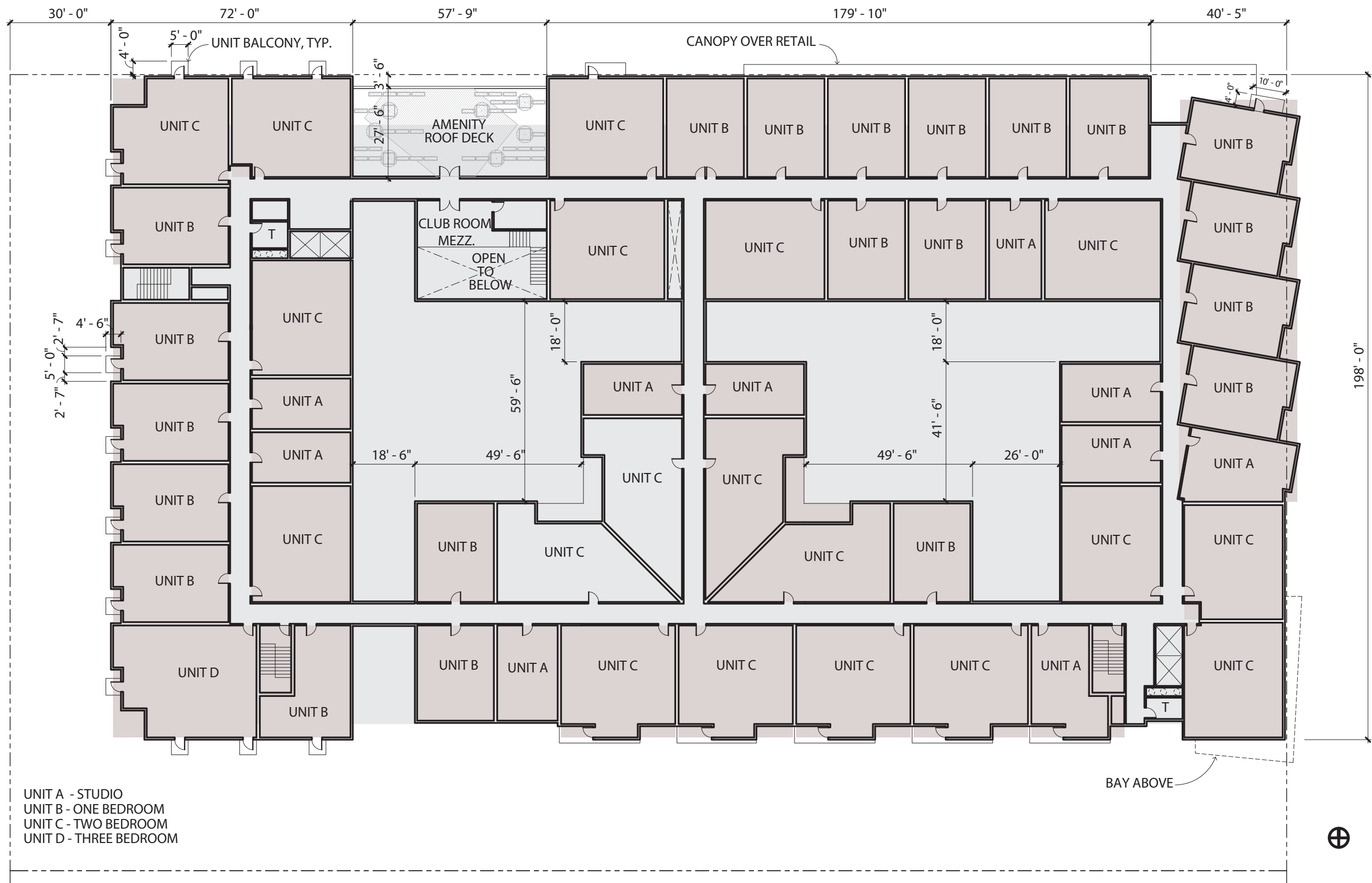
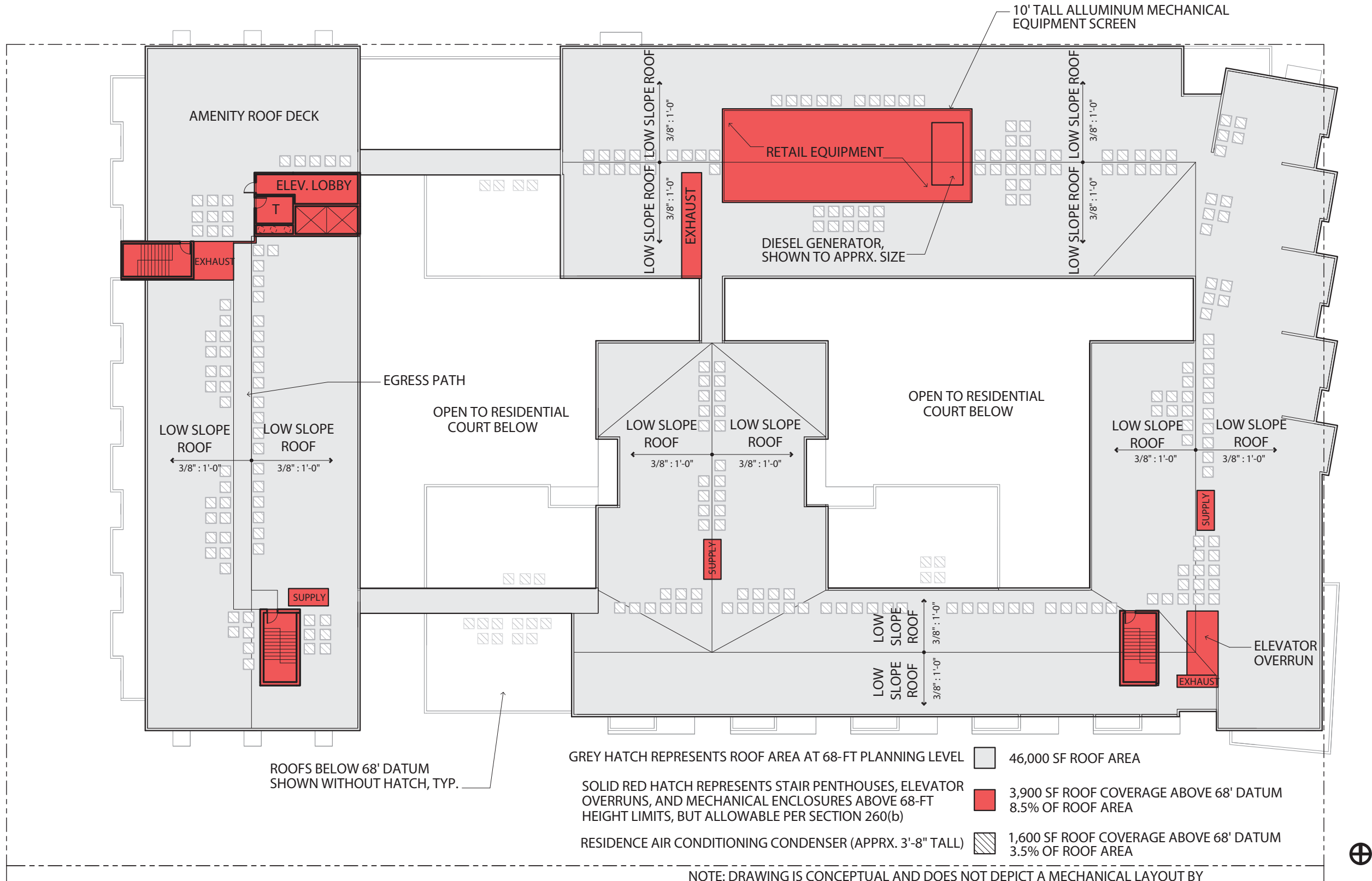


Figure II.11: Floor Plan, 901 16th Street, Example Upper Floors (4, 5, and 6)
 Source: BARarchitects, dated 1/7/2015



GREY HATCH REPRESENTS ROOF AREA AT 68'-FT PLANNING LEVEL 46,000 SF ROOF AREA

SOLID RED HATCH REPRESENTS STAIR PENTHOUSES, ELEVATOR OVERRUNS, AND MECHANICAL ENCLOSURES ABOVE 68'-FT HEIGHT LIMITS, BUT ALLOWABLE PER SECTION 260(b) 3,900 SF ROOF COVERAGE ABOVE 68' DATUM 8.5% OF ROOF AREA

RESIDENCE AIR CONDITIONING CONDENSER (APPRX. 3'-8" TALL) 1,600 SF ROOF COVERAGE ABOVE 68' DATUM 3.5% OF ROOF AREA

NOTE: DRAWING IS CONCEPTUAL AND DOES NOT DEPICT A MECHANICAL LAYOUT BY A LICENSED MECHANICAL ENGINEER. EXHAUST, SUPPLY AIR, AND CONDITIONING EQUIPMENT TO BE COORDINATED WITH MECHANICAL ENGINEER AT A LATER DATE - ADDITIONAL ROOF APPURTENANCES MAY BE REQUIRED FOR BUILDING OPERATION.

Figure II.12: Roof Plan, 901 16th Street
 Source: BARarchitects, dated 1/7/2015

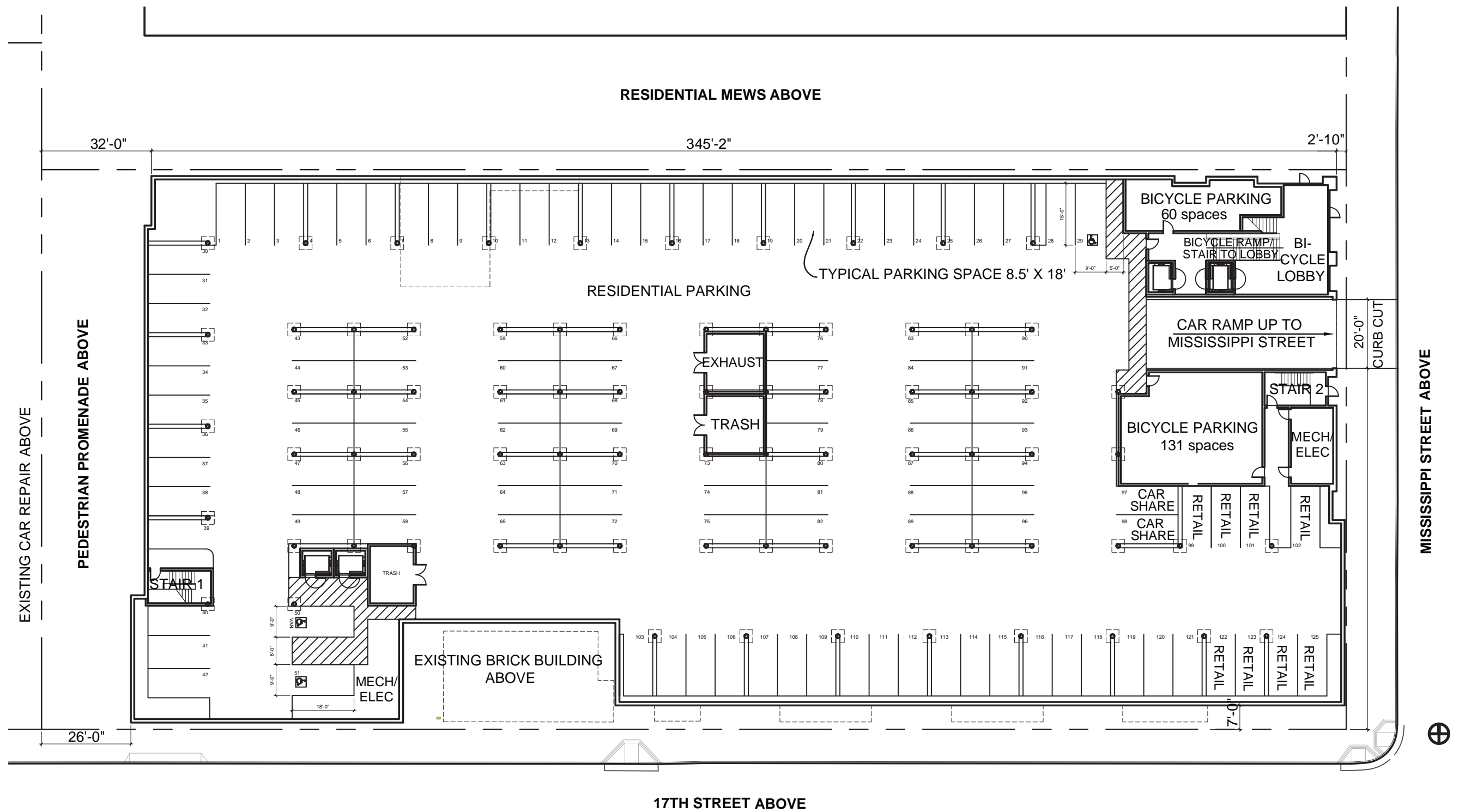


Figure II-13: Floor Plan, 1200 17th Street, Basement
 Source: Christiani Johnson Architects, dated 6/19/2014

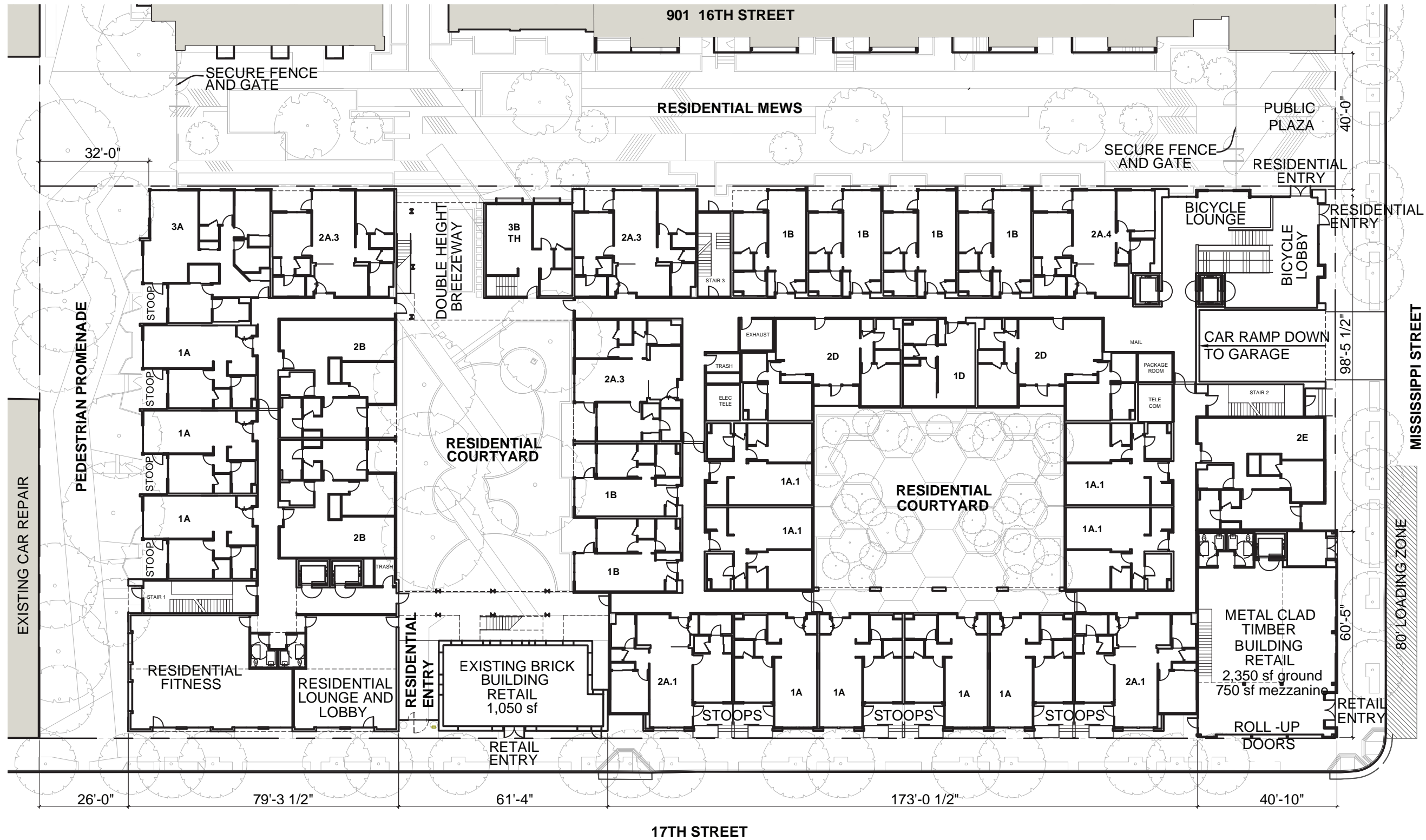


Figure II.14: Floor Plan, 1200 17th Street, Ground Floor

Source: Christiani Johnson Architects, dated 6/19/2014

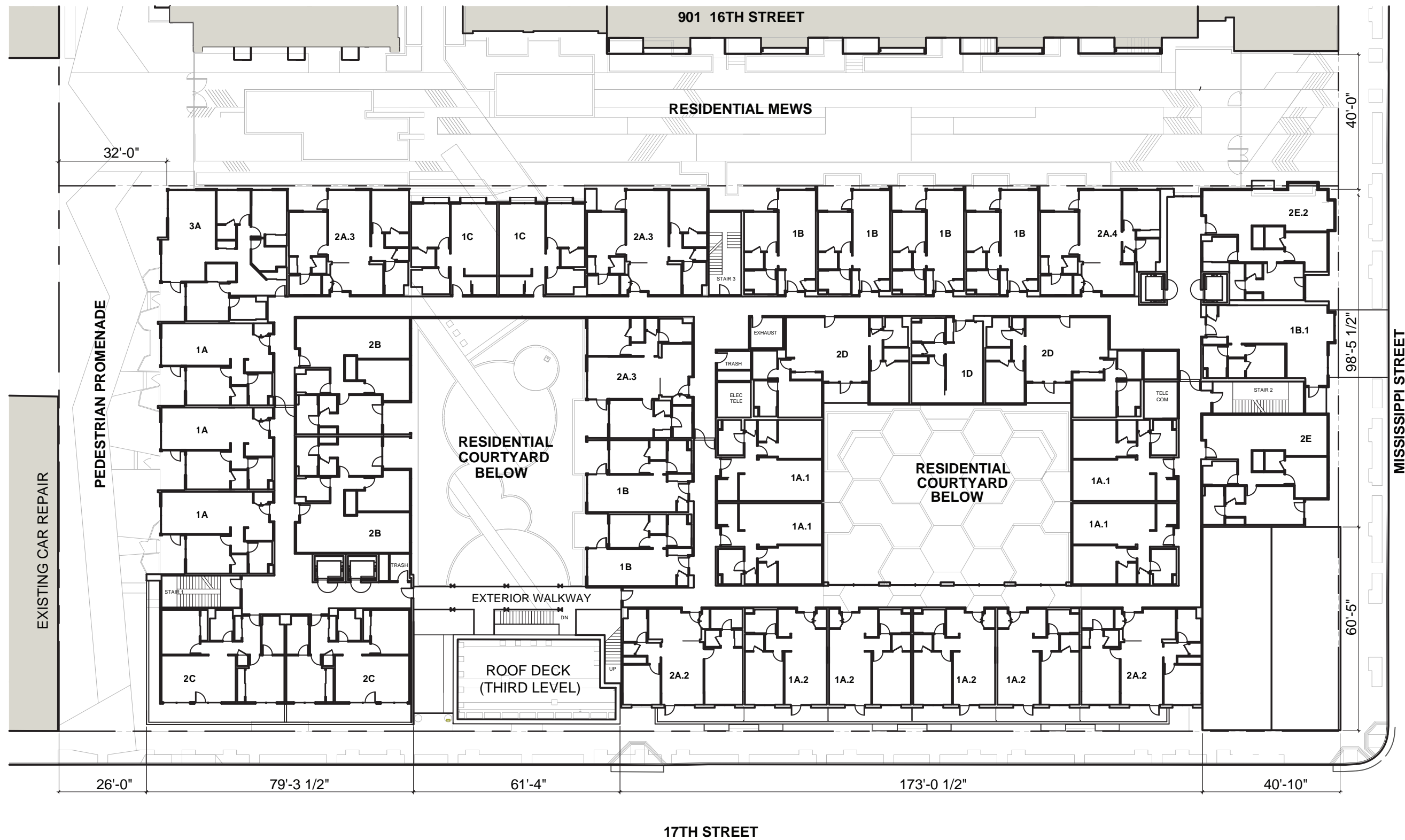
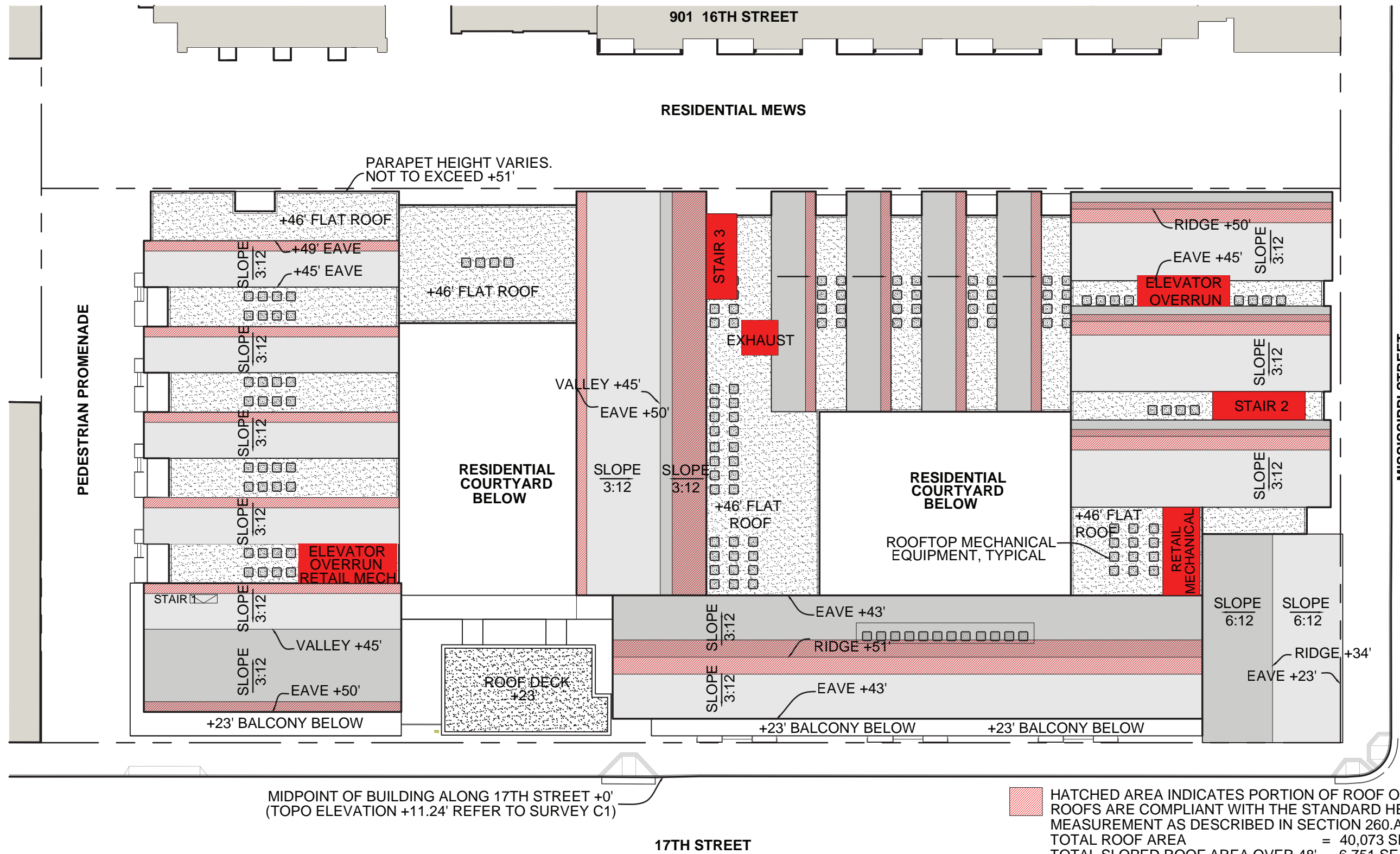


Figure II.15: Floor Plan, 1200 17th Street, Example Upper Floors (2, 3, and 4)
 Source: Christiani Johnson Architects, dated 6/19/2014



HATCHED AREA INDICATES PORTION OF ROOF OVER 48'. SLOPED ROOFS ARE COMPLIANT WITH THE STANDARD HEIGHT MEASUREMENT AS DESCRIBED IN SECTION 260.A.2
 TOTAL ROOF AREA = 40,073 SF
 TOTAL SLOPED ROOF AREA OVER 48' = 6,751 SF
 16.8% TOTAL ROOF AREA

SOLID RED AREAS INDICATE ELEVATOR/STAIR PENTHOUSES WHICH ARE ABOVE 48' HEIGHT LIMIT ALLOWED PER SECTION 261(b)(1)(B).
 TOTAL ROOF AREA = 40,073 SF
 TOTAL PENTHOUSE AREA OVER 48' = 1,510 SF
 3.8% TOTAL ROOF AREA

Figure II.16: Roof Plan, 1200 17th Street
 Source: Christiani Johnson Architects, dated 6/19/2014

Ground Floor Retail

The proposed project contains approximately 24,968 gsf of ground floor retail uses along both 16th and 17th Streets, to be divided into several individual retail stores. Specific retail tenants have not yet been identified.

The majority of the retail space, 20,318 gsf, is proposed along the 16th Street frontage in the northern building, including an active frontage along the proposed publicly accessible pedestrian alley. While tenants have not yet been finalized, for purposes of this analysis, it is conservatively estimated this retail space would be split between the following uses: 15,218 gsf for a community market, 2,500 gsf of restaurant, and two general retail spaces of 1,763 and 837 gsf.

The 17th Street Building includes a total of 4,650 gsf of retail/restaurant space. The existing brick office building at 17th Street and Texas Street would be preserved and adaptively repurposed as 1,550 gsf of retail/restaurant space, with a partial mezzanine replacing the existing second floor. The proposed 3,100 gsf retail/restaurant space at the corner of 17th and Mississippi Street would include certain architectural elements either salvaged from or reminiscent of the metal shed warehouse in that location, such as heavy timber posts, timber trusses, and corrugated metal sheathing.

Vehicle, Commercial, Bicycle, and Pedestrian Access

The proposed project includes approximately 388 vehicular parking spaces (336 residential, 47 commercial, and five car share), divided between a two-level garage in the 16th Street Building and a one-level garage in the 17th Street Building, both with access from Mississippi Street. One off-street commercial loading space accessed from Mississippi Street and two on-street loading spaces along Mississippi Street are proposed. A total of 455 Class 1 bicycle parking spaces are also proposed with access from the aforementioned garages, as well as internal lobbies within both proposed buildings. 52 Class 2 bicycle spaces (bike racks) would be provided at various sidewalk locations subject to approval by the San Francisco Municipal Transportation Agency (SFMTA).

Pedestrians would be able to access the buildings at various points. For the 16th Street Building, entrances for the residential uses are proposed along 16th and Mississippi streets (lobbies) and along the publicly accessible pedestrian alley and residential mews (individual unit stoops), with entrances for the retail uses proposed along 16th Street. For the 17th Street Building, entrances for the residential uses are proposed along 17th and Mississippi streets (lobbies), along 17th Street, and the publicly accessible pedestrian alley and residential mews (individual unit stoops), with entrances for the retail uses proposed along 17th Street.

Open Space

Along the westerly property line between 16th and 17th streets, the proposed project would include a 30- to 40-foot wide pedestrian alley totaling 13,194 square feet, which would be publicly accessible 24 hours a day. Additional publicly accessible open space would be provided as plaza areas at the corner of 16th and Mississippi streets (210 square feet) and where the residential mews area meets Mississippi Street (1,265 square feet).

In addition, approximately 36,263 square feet of common and private open space for use by residents would be provided in the residential mews, internal courtyards, roof decks, and private patios and decks.

Work within the Public Right-of-Way

The proposed project would include several changes around the perimeter of the project site and within the public right of way. All eight existing curb cuts at the site (two along 16th Street, three along Mississippi Street, and three on 17th Street) would be removed and filled with sidewalk and curb. Two new curb cuts would be provided on Mississippi Street for vehicle ingress and egress from the parking garages of the two proposed buildings, both 20 linear feet in width.

An additional 12-linear-foot curb cut is proposed for one off-street retail loading dock on Mississippi Street. Additionally, two 80' on-street loading zones are proposed along Mississippi Street, comprising two commercial and two residential 40' loading zones.

All sidewalks are located in the public right-of-way and do not cross the property line. To comply with the Better Streets Plan recommendations, the sidewalk along 16th Street would be widened to 15 feet (from 10 feet existing) by extending the existing curb into the public right-of-way by approximately five feet. The sidewalk along Mississippi Street would also be widened to 15 feet (from 14 feet, 4 inches existing) by extending the curb 8 inches into the public right-of-way. The existing 10-foot width of the sidewalk along 17th Street would be widened to 12 feet by extending the existing curb into the public right-of-way by approximately two feet. All sidewalks adjacent to the project site would be freshly poured and include landscaping per City requirements.

Pedestrian visibility improvements would be made to the intersection of 17th Street and Texas Street by providing continental crosswalk markings and non-electronic pedestrian crossing signage along all approaches to the intersection, subject to approval by SFMTA.

Construction

On-site construction work for the two lots is expected to occur concurrently and would span approximately two years, though construction plans have been designed such that they could be independently implemented. The first month would consist of building demolition followed by one month of site preparation. Grading and excavation for the underground garage would span approximately two months. The remainder of the two-year period would consist of building construction. Preliminary estimates indicate that a total of 68,500 cubic yards of soil materials would be exported off the project site and 6,850 cubic yards would be imported to the project site. Garage and building construction would occur over the final 22 months.

Excavation for the below-grade parking would remove at least 12 feet of fill from the site (and up to 20 feet of excavation below ground surface (bgs) in certain locations). Excavation would require shoring to retain the sides of excavation and protect existing surrounding improvements. A soldier-pile-and-lagging system including tiebacks extending laterally is proposed. During shoring and excavation, the groundwater would need to be lowered to a depth of at least three feet below the bottom of the planned excavation by an experienced dewatering contractor. To account for soils with inadequate support at that depth, deep foundation systems consisting of drilled piles that extend to bedrock (varying at depths between 1 foot and 67 feet below the ground surface), are proposed. It is possible spread footings could be used in the southern portion of the site, where bedrock may be encountered at or near excavation depth.

Rehabilitation of Brick Office Building at 1200 17th Street

As discussed, the historic brick office building would be rehabilitated for retail or restaurant use, which would generally involve retaining and rehabilitating the outer walls and features and renovating the interior non-historic improvements. All rehabilitation work will be done according to the Secretary of the Interior's Standards for Rehabilitation¹⁰ and are anticipated to follow the approach outlined below.

During demolition, all adjoining structures would be demolished and all piping, conduit, and remnants of adjoining structures would be removed. During construction, the building would be protected in place. The brick walls would then be cleaned and restored, with any voids patched and/or repaired using brick and mortar that matches the original. The existing non-historic paint on the exterior walls (north, east, and west) of the building would be carefully removed to expose the red brick. Only gentle methods that do not remove the exterior face of the brick would be used, including power washing, hand sanding, blasting with walnut shells, or citrus-based strippers. The mortar would be cleaned and repointed wherever necessary. The existing deteriorated steel-sash windows on the primary (south) façade would be replaced "in-kind" with new steel windows that match the profiles, dimensions, operation and finish of the existing historic windows. The historic cast-cement sign above the primary entrance would be retained and repaired. The two pedestrian entrances on the primary façade both presently contain incompatible, non-historic doors. They would be replaced with doors that resemble historic conditions, based on available documentary evidence of the original doors. The existing wooden flagpole mounted on the roof would be retained and restored. The existing skylights are of unknown origin and would be removed to build a new roof deck. The skylights are not visible from the public right-of-way. Planter containers that are no higher than the parapet would be located just behind the parapet and would be not less than 24" wide. Vegetation and plantings inside the planter containers shall be low so as to be minimally visible from 17th Street. A guardrail would be located just behind the planter containers, at least 24" from the parapet, and the design of the said guardrail would be consistent with the objective of being minimally visible from 17th Street. A new roof deck would be located behind the guardrail. The brick office building's non-historic interior finishes and materials would be removed to expose the historic brick walls. A partial mezzanine level would be constructed within the rehabilitated structure, which would contain a total of 1,500 sf of retail or restaurant space. Any attachment of the mezzanine to the existing brick walls would be minimally destructive and, if necessary, would be patched to match the original materials.

The new building adjoining the brick office building at 1200 17th Street is designed to respect and be compatible with the existing brick office building. The brick office building would anchor the southern end of a 61'-4"-wide break in the new building's street wall. There would be a setback on the left (west) side of the brick building that would serve as the residential entrance to the new building. This setback measures 11'-9" wide and the area behind it would remain unbuilt. Additional setbacks would be located along the north and east walls of the brick office building. On the east side of the brick building there would be a notch-out measuring 10'-5" x 4'-10". The purpose of these setbacks and notch-out is to allow the brick building to "read" as a freestanding structure that is functionally related to the new building but structurally independent from it.

¹⁰ Department of Interior Regulations, 36 CFR 67.

Visual Conditions and Views

The project site is primarily characterized by one-story industrial buildings and surface parking lots. Views of and across the site are available from surrounding streets and nearby Jackson Playground.

Implementation of the proposed project would change the visual conditions and character of the project site by constructing four- and six-story mixed-use residential and commercial buildings and new open space areas. Views from surrounding public vantage points would be altered. Visual simulations were prepared by Environmental Vision to illustrate the design and massing of the proposed project from five viewpoints around the project site based upon photos taken on February 13, 2015 or July 13, 2015. A brief comparison of the existing and proposed visual conditions related to these vantage points is provided below.

The EQR Potrero project is located immediately to the north and across 16th Street. This project is currently under construction with approved plans for two 68-foot tall buildings. All floors of the buildings were fully framed out at the time photos were taken, though the total height would be slightly taller once completed due to parapets and roof-top elements including mechanical equipment and stair/elevator penthouses. To provide a better comparison to the conditions once this project is completed, simulations with and without the EQR Potrero project have also been included where visible in the same views.

- Viewpoint 1 – 17th Street at Arkansas Street (Corner of Jackson Playground). As shown in **Figure II-17a**, existing views from Jackson Playground looking east/northeast towards the project site include primarily one-story structures along the north side of 17th Street with the raised Highway I-280 in the background. The project site is only partially visible due to the distance and other buildings and street trees in between. As shown in **Figure II-17b**, being a few blocks away, the proposed project would be visible but not prominent in views from the park, blocking only some long-range views toward the raised Highway I-280.
- Viewpoint 2 – 16th Street near Missouri Street (site of future Daggett Park). As shown in **Figure II-18a**, existing views from the north side of 16th Street at the future Daggett Park, looking southeast across 16th Street, include the live/work lofts adjacent to the project site, the on-site warehouse reaching 39 feet, and beyond that, the raised Highway I-280 with hints of buildings beyond. As shown in the visual simulation in **Figure II-18b**, being across the street, the proposed project would be prominent in views from Daggett Park and taller than the adjacent live/work lofts. The proposed project would block view toward the raised portion of Highway I-280.
- Viewpoint 3 – Texas Street at Mariposa Street. As shown in **Figure II-19a**, the brick office building is aligned with Texas Street, framing it in the view past rows on either side of perpendicular-parked cars along the downward sloping Texas Street. The more industrial-looking buildings and roofs on the site surround the brick building, with the newly-constructed Owens Street Kaiser medical office building (with construction crane still evident above) beyond in the mid-ground and downtown San Francisco in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As further shown in **Figure II-19b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking some views toward downtown from behind the existing buildings on the project site. As shown in **Figure II-19c**, the brick building at the foot of Texas Street would be retained with the proposed project, with articulated new buildings of the 17th Street Building surrounding it and the 16th Street Building beyond. As with the EQR Potrero project, the 901 16th Street building is 68-feet high along 16th Street. Discreet portions of the 17th Street Building roof (about three percent of its total horizontal area) would contain stair and elevator penthouses reaching 51 or 52

feet. Being closer to this viewpoint, the proposed project would almost entirely block the EQR Potrero project from view, along with additional slivers of the view toward downtown. **Figure II-19d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.

- Viewpoint 4 – Texas Street at 18th Street. This is the same general view as viewpoint 3, only from one block farther south from the project site, which also adds elevation as the street progresses up Potrero Hill. As shown in **Figure II-20a**, the brick office building and surrounding industrial-looking buildings on the project site are visible at the foot of Texas Street, past rows on either side of perpendicular-parked cars and homes along the downward sloping Texas Street. From this vantage point, the curve of I-280 is evident in the mid-ground along with the newly-constructed Owens Street Kaiser medical office building and other mid-ground buildings, with views toward downtown in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As shown in **Figure II-20b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking other mid-ground views including that of the curve of I-280 from behind the existing buildings on the project site. As shown in **Figure II-20c**, the brick building at the foot of Texas Street would be retained, with the proposed project with articulated new buildings of the 17th Street Building surrounding it and the 16th Street Building beyond. With the higher viewpoint, the very top of the EQR Potrero project would remain visible past the proposed project, with only limited additional blockage of mid-ground views. The background views toward downtown would be unaffected by either EQR Potrero or the proposed project from this viewpoint. **Figure II-20d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.
- Viewpoint 5 – Texas Street at 19th Street. This is the same general view as viewpoints 3 and 4, only from an additional block farther south from the project site, which also adds elevation as the street progresses up Potrero Hill. As shown in **Figure II-21a**, the brick office building and surrounding industrial-looking buildings on the project site, including expanses of roof-tops, are visible at the foot of Texas Street, past rows on either side of perpendicular-parked cars and homes along the downward sloping Texas Street. From this vantage point, the curve of I-280 is prominent in the mid-ground along with the newly-constructed Owens Street Kaiser medical office building and other mid-ground buildings, with views toward downtown in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As shown in **Figure II-21b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking other mid-ground views including predominantly that of the curve of I-280. As shown in **Figure II-21c**, the brick building at the foot of Texas Street would be retained with the proposed project, surrounded by the remainder of the proposed project, which would be visible in front of the EQR Potrero project. With the higher viewpoint, the EQR Potrero project would remain visible past the proposed project, and the proposed project would not block any additional mid-ground views. The background views toward downtown would be unaffected by either EQR Potrero or the project from this viewpoint. **Figure II-21d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.

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Figure II.17a: Viewpoint 1 – 17th Street at Arkansas Street, Existing View
Source: Environmental Vision, photo taken 2/13/2015



Figure II.17b: Viewpoint 1 – 17th Street at Arkansas Street, with Proposed Project
Source: Environmental Vision



Figure II.18a: Viewpoint 2 – 16th Street near Missouri Street, Existing View

Source: Environmental Vision, photo taken 2/13/2015



Figure II.18b: Viewpoint 2 – 16th Street near Missouri Street, with Proposed Project

Source: Environmental Vision



Figure II.19a: Viewpoint 3 – Texas Street at Mariposa Street, Existing View

Source: Environmental Vision, photo taken 7/13/2015



Figure II.19b: Viewpoint 3 – Texas Street at Mariposa Street, with Proposed Project

Source: Environmental Vision



Figure II.19c: Viewpoint 3 – Texas Street at Mariposa Street, with QJR Potrero

Source: Environmental Vision



Figure II.19d: Viewpoint 3 – Texas Street at Mariposa Street, with QJR Potrero and Proposed Project

Source: Environmental Vision



Figure II.20a: Viewpoint 4 – Texas Street at 18th Street, Existing View
Source: Environmental Vision, photo taken 7/13/2015



Figure II.20b: Viewpoint 4 – Texas Street at 18th Street, with Proposed Project
Source: Environmental Vision



Figure II.20c: Viewpoint 4 – Texas Street at 18th Street, with EQR Potrero
Source: Environmental Vision



Figure II.20d: Viewpoint 4 – Texas Street at 18th Street, with EQR Potrero and Proposed Project
Source: Environmental Vision



Figure II.21a: Viewpoint 5 – Texas Street at 19th Street, Existing View
Source: Environmental Vision, photo taken 7/13/2015



Figure II.21b: Viewpoint 5 – Texas Street at 19th Street, with Proposed Project
Source: Environmental Vision



Figure II.21c: Viewpoint 5 – Texas Street at 19th Street, with EQR Potrero
Source: Environmental Vision



Figure II.21d: Viewpoint 5 – Texas Street at 19th Street, with EQR Potrero and Proposed Project
Source: Environmental Vision

REQUIRED APPROVALS

At this time, it is anticipated that the proposed project would require the following City approvals and subsequent review processes:

Actions by the Planning Commission or Department

- Certification of the Final EIR and adoption of CEQA findings.
- Large Project Authorization with exceptions to rear yard configuration (both buildings), off-street loading (both buildings), horizontal mass reduction (16th Street Building), off-street parking in excess of 0.75 space per unit (both buildings), parking/loading entrance width (16th Street Building), and projecting bay dimension (16th Street Building). The Large Project Authorization is identified as the Approval Action for the whole of the proposed project.
- Conditional Use Approval to authorize a use size exceeding 3,999 square feet for one or more of the retail spaces within the 16th Street Building.
- General Plan Referral for sidewalk changes.

Actions by Other City Departments

- **Public Works.** Lot line adjustment merging and resubdividing the four lots to create two separate legal lots for the two new buildings, condominium map approvals, and sidewalk widening;
- **Department of Public Health (DPH).** Approval of a Site Mitigation Plan pursuant to the Maher Ordinance (Article 22 of the Health Code), an Enhanced Ventilation Plan pursuant to Article 38 of the Health Code, and for construction-period activities: a Soil Management Plan, an Air Monitoring Plan, and a Dust Control Plan;
- **Municipal Transportation Agency (SFMTA).** Approval of all proposed changes in curb cuts, parking and loading zones, and Class 2 bicycle parking pursuant to the SFMTA Color Curb Program and crosswalk markings and pedestrian signage at the intersection of 17th and Texas streets. Coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network, including potential traffic, street and parking changes and lane closures. As part of this process, the SFMTA Transportation Advisory Committee (TASC) may review the proposed project's construction Transportation Management Plan (TMP) to resolve internal differences between different transportation modes;
- **San Francisco Public Utilities Commission (SFPUC).** Approval of an erosion and sediment control plan prior to commencing construction, and compliance with post-construction stormwater design guidelines, including a stormwater control plan; and
- **San Francisco Department of Building Inspection (DBI).** Grading, demolition, building and occupancy permits.

Actions by Other Agencies

- **Bay Area Air Quality Management District (BAAQMD).** Issuance of permits for installation and operation of the emergency generator.

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