



SAN FRANCISCO PLANNING DEPARTMENT

PUBLIC NOTICE Availability of Notice of Preparation of Environmental Impact Report, Public Scoping Meeting and Community Plan Exemption Checklist

Date: May 14, 2014

Case No.: 2012.1398E

Project Title: 1601 Mariposa Street Mixed Use Project

Project Address: 1601-1677 Mariposa Street and 485-497 Carolina Street

Zoning/Plan Area: UMU (Urban Mixed Use) Use District
40-X Height and Bulk District
Showplace Square/Potrero Subarea of the Eastern Neighborhoods
Rezoning and Area Plan

Block/Lot: Block 4005/Lots: 001B and 004 and Block 4006/Lots 006, 010, 019, and 020

Lot Size: 146,284 square feet (approximately 3.36 acres)

Project Sponsor: Related/Mariposa Development Co., LLC
Rick Westberg
(415) 677-9000 or rick.westberg@related.com

Lead Agency: San Francisco Planning Department

Staff Contact: Chelsea Fordham
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A notice of preparation (NOP) of an environmental impact report (EIR) and Community Plan Exemption (CPE) Checklist has been prepared by the San Francisco Planning Department in connection with this project. The NOP and CPE are 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 for review at the Planning Department's office on the fourth floor of 1650 Mission Street (call (415) 575-9071).

PROJECT DESCRIPTION

The proposed 1601 Mariposa Street Mixed Use Project (project) would develop residential and ground-floor commercial uses on a 3.36-acre project site on portions of two blocks (Assessor's Block 4005 and 4006) located in the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Rezoning and Area Plan. The project would demolish three existing one- and two-story commercial, office, and warehouse buildings and associated surface parking lots and construct two four-story mixed-use buildings, referred to as the "East" and "West" Buildings. Approximately 320 residential units and 10,000 square feet of ground floor commercial space would be distributed throughout both buildings. A two-level below-grade parking garage under the East Building would contain approximately 265 to 275 parking spaces and be accessible from Arkansas Street (upper garage level) and 18th Street (lower

garage level). The proposed East and West Buildings would have heights ranging from 31 feet to 40 feet. A total of approximately 39,195 gsf of publicly accessible and private open space would be developed throughout the project site.

PUBLIC SCOPING PROCESS

The Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Planning Department will hold a **PUBLIC SCOPING MEETING** on Wednesday, June 4, 2014 at 7:00 p.m. at the International Studies Academy located at 655 De Haro Street, San Francisco, CA, 94107. The purpose of this meeting is to receive oral comments to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted until 5:00 p.m. on **June 13, 2014**. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact **Chelsea Fordham** at (415) 575-9071.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or 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 Department's website or in other public documents.



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PROJECT SUMMARY

The proposed 1601 Mariposa Street Mixed Use Project (project) would develop residential and ground-floor commercial uses on a 3.36-acre project site on portions of two blocks (Assessor's Block 4005 and 4006) located in the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Rezoning and Area Plan. The project would demolish three existing one- and two-story commercial, office, and warehouse buildings and associated surface parking lots and construct two four-story mixed-use buildings, referred to as the "East" and "West" Buildings. Approximately 320 residential units and 10,000 square feet of ground floor commercial space would be distributed throughout both buildings. A two-level below-grade parking garage under the East Building would contain approximately 265 to 275 parking spaces and would be accessible from Arkansas Street (upper garage level) and 18th Street (lower garage level). The proposed East and West Buildings would have heights ranging from 31 feet to 40 feet. A total of approximately 39,195 gsf of publicly accessible and private open space would be developed throughout the project site. A complete description of the proposed project, including a detailed description of the proposed project's regional and local context, planning process and background, as well as a discussion of requested project approvals is included in this document. An evaluation of the potential environmental effects of project implementation, in the form of a Community Plan Exemption Checklist, follows the project description.

REMARKS

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

This document evaluates the potential project-specific environmental effects peculiar to the 1601 Mariposa Street Mixed Use Project, and incorporates by reference information contained within the *Eastern Neighborhoods Rezoning and Area Plans Final EIR (Eastern Neighborhoods FEIR)* (Case No. 2004.0160E; State Clearinghouse No. 2005032048), which is the underlying EIR for the proposed project. Project-specific studies summarized in this determination were prepared for the proposed project to determine if there would be any additional potentially significant impacts attributable to (i.e., "peculiar" to) the proposed project. The Community Plan Exemption Checklist contained in this document identifies the potential environmental impacts of the proposed project and indicates whether such impacts were addressed in the *Eastern Neighborhoods FEIR* or if particular topics are to be further evaluated in an Environmental Impact Report (EIR) to be prepared for the proposed project per Section 15183(b).

The following Community Plan Exemption Checklist assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, project-specific environmental impacts, or impacts of greater severity than were already analyzed and disclosed in the *Eastern Neighborhoods FEIR* for the following issue topics: land use and land use planning; aesthetics; population and housing; cultural and paleontological resources; noise; air quality; greenhouse gas emissions; wind; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; mineral and energy resources; and agriculture and forest resources. Relevant information pertaining to prior environmental review conducted for the *Eastern Neighborhoods Plan* is included below, as well as an evaluation of potential environmental effects of the proposed 1601 Mariposa Street Mixed Use Project. In addition, this determination identifies mitigation measures contained in the *Eastern Neighborhoods FEIR* that would be applicable to the proposed 1601 Mariposa Street Mixed Use Project. Relevant information pertaining to prior environmental review conducted for the *Eastern Neighborhoods FEIR* as well as an evaluation of the potential impacts of the proposed 1601 Mariposa Street Mixed Use Project are provided in the Community Plan Exemption (CPE) Checklist prepared 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 adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The *Eastern Neighborhoods Plan* also included changes to existing height and bulk districts in some areas, although these changes did not apply to the project site.

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 Final EIR (Eastern Neighborhoods FEIR)* by Motion 17659¹ and adopted the Preferred Project for final recommendation to the Board of Supervisors.²

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments. New zoning districts include districts that would 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 existing industrial, commercial, residential single-use, and mixed-use districts.

The *Eastern Neighborhoods FEIR* is a comprehensive programmatic document that presents 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 Draft EIR* evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the FEIR.

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 FEIR* 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.

¹ *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E, or at www.sfgov.org/site/planning_index.asp?id=67762.

² San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available online at www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf.

As a result of the *Eastern Neighborhoods Plan*, the project site has been rezoned to Urban Mixed Use (UMU). 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 Section 1, Land Use and Planning in the attached Community Plan Exemption checklist. The project site is located within the Showplace Square/Potrero Hill Subarea of the Eastern Neighborhoods, which is designated and envisioned as a site with a building up to 40 feet in height and containing a mix of uses.

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. This determination concludes that the proposed project at 1601 Mariposa Street is generally consistent with and was encompassed within the analysis in the *Eastern Neighborhoods FEIR*. This determination also finds that the *Eastern Neighborhoods FEIR* adequately anticipated and described the majority of the impacts of the proposed 1601 Mariposa Street Mixed Use project, and identified the mitigation measures applicable to the 1601 Mariposa Street Mixed Use project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{3,4}

ENVIRONMENTAL REVIEW TOPICS

The Planning Department has determined that the proposed project is in conformance with the height, use, and density for the site described in the *Eastern Neighborhoods FEIR*. However, the proposed project could result in potentially significant environmental effects not covered in the *Eastern Neighborhoods FEIR* per Section 15183(b). As required by CEQA, an EIR will be prepared to examine these effects, identify mitigation measures for potentially significant impacts, and analyze whether proposed mitigation measures would reduce the significant environmental impacts to less-than-significant levels. The EIR will also analyze alternatives to the proposed project that could substantially reduce or eliminate one or more significant impacts of the proposed project but could still feasibly attain most of the basic project objectives.

The EIR will be focused to address, at a minimum, the following topics:

- Hazards and Hazardous Materials;
- Shadow; and

³ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1601 Mariposa Street, December 3, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1601 Mariposa Street, January 2, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

- Transportation and Circulation.

The Community Plan Exemption Checklist for the proposed 1601 Mariposa Street Mixed Use Project included in this document covers the following topics, which are not anticipated to be addressed in the EIR: land use and land use planning; aesthetics; population and housing; cultural and paleontological resources; noise; air quality; greenhouse gas emissions; wind; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; mineral and energy resources; and agriculture and forest resources. These topics may however be covered in the EIR if it is later determined that the proposed project could result in potentially significant environmental effects not covered by the *Eastern Neighborhoods FIER* per Section 15183.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State *CEQA Guidelines*, Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), Section 15064 (Determining Significant Effect), and Section 15065 (Mandatory Findings of Significance).

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held at 7:00 p.m. on **June 4, 2014** at International Studies Academy, 655 De Haro Street, San Francisco, CA 94103. Written comments will also be accepted at this meeting and by mail, email, or fax until 5:00 p.m. on June 13, 2014. Written comments should be sent to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Fax comments can be sent to (415) 558-6409.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or 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 Department's website or in other public documents.

Date

May 13, 2014

Sarah B. Jones

Environmental Review Officer

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PROJECT DESCRIPTION

The proposed 1601 Mariposa Street Project (project) is a mixed-use project proposed by Related/Mariposa Development Co., LLC (project sponsor). The project sponsor would develop residential and ground-floor commercial uses on a 3.36-acre project site on portions of two blocks (Assessor's Block 4005 and 4006) located in the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Rezoning and Area Plan. The project site is located in an Urban Mixed Use (UMU) District and a 40-X Height and Bulk District.⁵

The project would involve demolition of three existing on-site one- and two-story commercial, office, and warehouse buildings and associated surface parking lots and construction of two four-story mixed-use buildings, referred to as the "East" and "West" Buildings. Approximately 320 residential units and 10,000 square feet of ground floor commercial space would be distributed throughout both buildings. A two-level below-grade parking garage under the East Building would contain approximately 265 to 275 parking spaces and be accessible from Arkansas Street (upper garage level) and 18th Street (lower garage level). The proposed East and West Buildings would have heights ranging from 31 feet to 40 feet (excluding parapets approximately four feet in height, five elevator overruns approximately six feet in height and two stair overruns up to 10 feet in height). In addition to a description of the proposed project itself, the following includes a detailed description of the proposed project's regional and local context, planning process and background, as well as a discussion of requested project approvals.

Existing Site and Surroundings

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

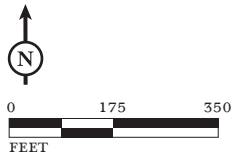
Project Site. The approximately 3.36-acre project site is located in the Potrero Hill neighborhood of San Francisco and comprises a portion of the two existing city blocks bounded by Mariposa Street to the north, Arkansas Street to the east, 18th Street to the south, and Carolina Street to the west (Assessor's Block 4005/Lots 001B and 004 and Block 4006/Lots 006, 010, 019, and 020). **Figure 1** shows the location of the project site, **Figure 2** shows the Blocks and Lots, and **Figure 3** illustrates existing site conditions. The site is irregularly shaped and consists of three adjacent lots located at 1601 and 1677 Mariposa Street, and 485-497 Carolina Street. The topography of the site slopes upward approximately 34 feet from an elevation of about 16 feet⁶ at the northwest corner, at the intersection of Mariposa and Carolina Streets, to an elevation of about 50 feet at the southeast corner, at the intersection of Arkansas and 18th Streets as part of the landform of Potrero Hill, for an overall slope of about 5 to 15 percent. The site was previously graded to below sidewalk level along Arkansas and 18th Streets, and a Southern Pacific railroad line previously bisected the project site.

⁵ Article 2.5 of the San Francisco Planning Code specifies height and bulk districts. The 40-X Height and Bulk District allows a maximum building height of 40 feet across the project site, as measured from the curb level adjacent to a building (pursuant to Planning Code Section 102.12), with no bulk restrictions.

⁶ Elevations reference San Francisco City Datum (SF Datum).



FIGURE 1



 Project Boundary

1601 Mariposa Street
Mixed Use Project NOP/CPE Checklist
Project Site and Regional Location

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC., 2013.

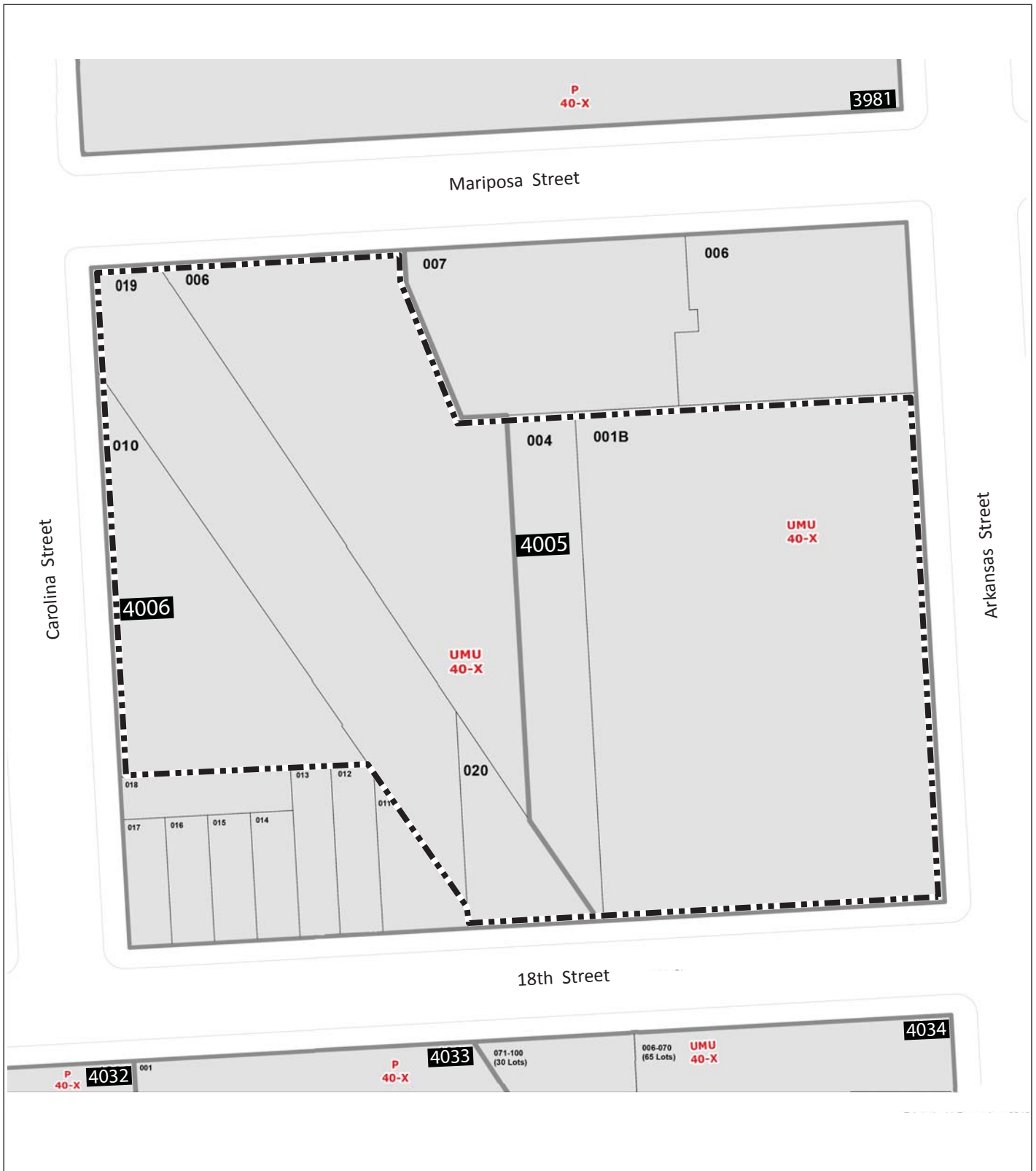
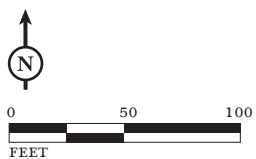


FIGURE 2



- 4006** Block Number
- 006** Lot Number
- Project Boundary

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Project Site Block and Lot Details

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC., 2013.

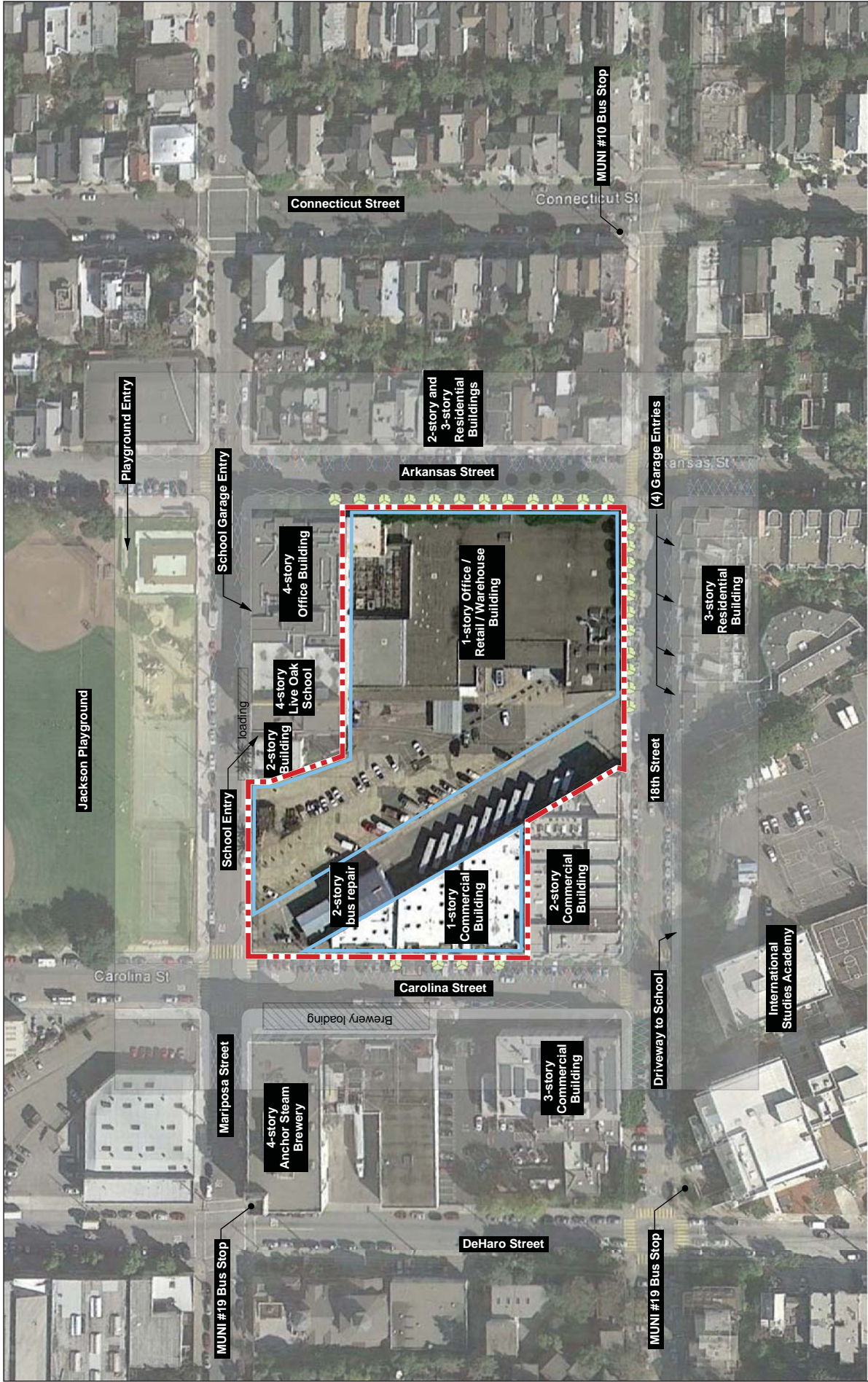





FIGURE 3



NOT TO SCALE

-  Project Boundary
-  Parcel Boundaries
-  Existing Street Trees

1601 Mariposa Street
Mixed Use Project NOP/CPE Checklist
Existing Conditions

The project site is currently developed with three separate one- and two-story structures constructed between 1940 and 1992 (plus two sheds and a trailer), 100 surface parking spaces, 15 bus parking spaces, and 6 loading spaces. Existing buildings on the project site comprise a total of 74,696 gross square feet (gsf). The site is occupied by a variety of commercial, office, warehouse tenants, and automotive uses (i.e., auto parts supply and bus parking) as shown in **Table 1**. Existing uses located on the site are further described below.

Table 1: Existing Uses on the Project Site

Assessor's Block-Lot	Street Address	Building	Year Built	Existing gsf	Use	Building Tenant	Employees
4005-001B 4005-004	1601 Mariposa Street	1-story warehouse and office	1940	54,360	Office/Retail/Warehouse Parking Spaces: Vehicle Fleet: 28 Retail: 14 Monthly renters: 45	MacKenzie Warehouse Auto Parts	54
		Wood shed	Un-known	288			
4006-006 4006-019 4006-020	1677 Mariposa Street	1-story warehouse	1992	2,378	Bus depot 15 bus parking spaces 5 staff parking spaces	Coach 21	18
		2-story portable trailer	1992	960			
		Lean-to shed	Un-known	200			
4006-010	485 Carolina Street	1-story commercial	1979	16,510	Storage	Tamara Mack Design	0
	485-A Carolina Street				Studio	Yoga Fountain	2
	485-B Carolina Street				Office/Storage	Tamara Mack Design	3
	485-C Carolina Street				Storage	Daniel Stone, Contractor	1
	495 Carolina Street				Printing	Plotnet	7
	497 Carolina Street				Office	Uptown Resources, LLC	11
Total				74,696			96

gsf = gross square feet

Source: Related/Mariposa Development Company, LLC, 2013.

The one-story, approximately 54,360-gsf concrete building at 1601 Mariposa Street is located in the southeast portion of the project site, at the intersection of Arkansas and 18th Streets (see **Figure 3**). This building includes office, retail, and warehouse uses occupied by MacKenzie Warehouse Auto Parts. The building sits below grade along the east and south sides of the project site, bordering the adjacent 18th and Arkansas Streets, and is at-grade along the north and west sides of the project site facing the former railroad right-of-way, which runs within the interior of the project site. The finished floor height of this existing on-site building is approximately 21 feet. As shown in **Figure 3**, this on-site existing building is built out to the parcel boundary with the building to the north containing Live Oak School and other commercial tenants. A surface parking lot associated with this on-site building extends diagonally through the interior of the project site, reaching from Mariposa Street to 18th Street. The current on-site parking lot owner/operator uses this area as two separately fenced parking lots, with 28 parking spaces allocated to its vehicle fleet, 14 parking spaces for retail customers, and 45 parking spaces for monthly renters. Ingress to the on-site parking area is at Mariposa Street, and egress is at 18th Street.

As shown in **Figure 3**, the neighboring 1677 Mariposa Street property is primarily comprised of a surface parking lot and is located immediately to the west of and borders the on-site surface parking area associated with the 1601 Mariposa Street property. A chain link fence divides the two parking lots (i.e., 1677 and 1601 Mariposa Street properties and respective lots). The narrow parcel (1677 Mariposa Street) is occupied by a bus depot, operated by the company Coach 21, and includes 5 staff parking spaces and 15 bus parking spaces and areas for bus maintenance activities. A one-story, 10-foot-tall, approximately 960-gsf portable office trailer and a two-story, 21-foot-tall, approximately 2,378-gsf warehouse/maintenance building are located near the northwest corner of the 1677 Mariposa Street property, at Mariposa and Carolina Streets. A one-story, eight-foot-tall, 200-gsf shed is located on the 1677 Mariposa Street property. Access to the 1677 Mariposa Street property is primarily via Mariposa Street; access via 18th Street is generally restricted by a chain link gate.

As also shown in **Figure 3**, the one-story, approximately 20-foot-tall, approximately 16,510-gsf building located at 485-497 Carolina Street is located along the project site's western border and borders the property at 1677 Mariposa Street. This commercial building is divided into six separate suites, occupied by six tenants, and includes storage, office, personal service, and studio spaces. Pedestrian entrances and roll-up delivery doors to the building are located along Carolina Street.

The project site is almost entirely covered by buildings or surface pavement and there is no existing vegetation on the site. The project site is currently bordered by approximately 17 street trees along Mariposa, Arkansas, 18th, and Carolina Streets. In March 2014, nine street trees were removed from Arkansas Street due to structural defects and resulting safety concerns.⁷ It is anticipated that the current property owner will replace these nine trees with new trees (minimum of 24-inch box size) in the near future.

A total of approximately 105 on-street unmetered parking spaces are located adjacent to the project site, including approximately 27 spaces along the south side of Mariposa Street between Carolina and Arkansas Streets; 21 spaces along the west side of Arkansas Street between Mariposa and 18th Streets; 33 spaces along the east side of Carolina Street between Mariposa and 18th Streets; and 24 spaces along the north side of 18th Street between Carolina and Arkansas Streets. Existing on-street parking spaces are unstriped and interrupted by multiple curb cuts. Along Carolina Street, several existing curb cuts are used as parking spaces. Parking is not metered or time limited in the vicinity of the site. No existing loading spaces are present along the streets that surround the project site.

Surrounding Land Uses. As previously noted, the project site occupies a portion of two existing City blocks. Existing uses within the same two existing blocks, surrounding or in proximity to the project site but not within the boundaries of the project site, as well as surrounding land uses, are generally described below.

⁷ Mohammed Nuru, San Francisco Department of Public Works. DPW Order No: 182222. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Existing land uses within the blocks occupied by the project site include a four-story building with a school (Live Oak School) and office uses and a two-story recreation building associated with the school on Block 4005, and eight two-story commercial buildings on Block 4006 as shown in **Figure 3**. Live Oak School occupies approximately half of the four-story building and is located immediately adjacent, along the parcel boundary, to the northeast portion of the project site, near the intersection of Mariposa and Arkansas Streets and is accessed by Mariposa Street. The private school provides K-8 education and has an enrollment of about 265 students. The other half of the building is occupied by various office tenants. A small two-story building containing recreational uses is also associated with Live Oak School and located west of the four-story building occupied by the main school. The eight two-story commercial buildings are located near the southeast corner of the site on 18th Street and Carolina Street on Block 4006. The ground floors of these commercial buildings are occupied by a variety of retail, office, and service uses; one or more accessory residential occupants are also located on the second floors of the eight commercial buildings, although the use of these buildings is primarily commercial.

The blocks that surround the 1601 Mariposa Street Mixed Use Project site include a variety of land uses, including commercial, residential, institutional, and recreational uses, as follows:

- **North.** Jackson Playground is an approximately 4.41-acre park located immediately north of the project site, across Mariposa Street. The park occupies two City blocks (Block 3981, Lot 001) and includes a recreation building, sand-floor playground, picnic area, tennis courts, basketball courts, and two ball fields. A community garden is also located along the southern park boundary, starting from the Mariposa and Carolina Streets intersection to about mid-block along Mariposa Street. Mixed commercial and residential uses are located farther north, followed by a variety of uses associated with production, distribution and repair (PDR). Downtown San Francisco is located less than two miles farther to the north.
- **East.** Immediately across the street and east of the project site, land uses consist primarily of two- and three-story residential buildings on Arkansas Street. This land uses pattern generally continues for several blocks further east. Neighborhood-serving commercial uses are also located along the 18th Street corridor, between Connecticut and Texas Streets.
- **South.** The existing topography rises uphill immediately south of the site, across 18th Street. Land uses immediately across from the project site along 18th Street include a public school, described below, and a three-story mixed-use building with primarily residential uses. The International Studies Academy is a 6th through 12th grade public school with an enrollment of about 530 students and occupies approximately three-quarters of the block bound by 18th, Arkansas, 19th, and DeHaro Streets and is located to the south of the project site. The three-story building on the eastern portion of the block immediately across from the project site along 18th Street includes primarily ground floor artist's lofts with residential uses on the upper floors. A performing arts/community center is also located within this building.
- **West.** Land uses immediately west of the project site, across Mariposa Street, include Anchor Steam Brewery building and a three-story commercial building. The brewery is located on the northern portion of the block bound by Mariposa, Carolina, 18th and DeHaro Streets. The building on the southern portion of this block contains a large indoor children's play space on the ground floor, as well as other service uses. Residential and commercial uses are located farther to the west.

Proposed Project

The project sponsor proposes to demolish all existing on-site buildings and surface pavement on the project site and construct two 31- to 40-foot-tall (excluding parapets approximately four feet in height, five elevator overruns approximately six feet in height and two stair overruns up to 10 feet in height), four-story, mixed-use buildings with associated infrastructure. As shown in the conceptual site plan depicted in **Figure 4**, the East Building would be located on the eastern portion of the project site, south of the existing Live Oak School. The West Building would be located on the western portion of the project site, north of the existing commercial buildings located on 18th Street. The two proposed on-site buildings would be separated by a 40- to 70-foot-wide mid-block pedestrian pathway. Approximately 320 residential units and 10,000 square feet of ground floor commercial space would be distributed throughout both buildings. Approximately 265 to 275 parking spaces would be located primarily below grade in a two level garage in the East Building. Internal courtyards and pedestrian pathways would be located at the ground floor of each building. Ground level uses are depicted in **Figure 5**.

Project Characteristics. The East Building would consist of two levels of primarily below-grade parking and four levels of a mix of uses surrounding open space courtyards. The upper portion of the proposed East Building containing residential uses would be set back 20 feet from the south-facing property line windows of the Live Oak School building, which is located immediately to the north of the project site. The West Building would consist of four levels of mixed-use development surrounding an at-grade open space courtyard. There are no below-grade levels under the West Building. **Figures 6 and 7** depict levels one and two of the West Building and the lower and upper garage levels of the East Building. **Figures 8 and 9** depict the third and first levels and the fourth and second levels of the West and East Buildings, respectively. **Figures 10 and 11** depict the third and fourth levels of the East Building, respectively. **Table 2** provides a summary of the proposed project.

Table 2: Proposed Project Details

Proposed Use	Total
Residential Use	330,630 gsf
Commercial Use	10,000 gsf
Parking Area	98,900 gsf
Total Floor Area	439,530 gsf
Open Space	39,195 gsf
Number of Dwelling Units	320 (76 studios, 116 one-bedrooms, 118 two-bedrooms, and 10 three-bedrooms)
Number of Parking Spaces	Approximately 265 to 275
Number of Loading Spaces	Three on-street yellow curb zones
Number of Buildings	2 (East Building and West Building)
Height of Buildings	31 to 40 feet
Number of Stories	East Building: 2 sub-surface, 4 above grade West Building: 4 above grade

gsf = gross square feet

Source: Related, 2013.

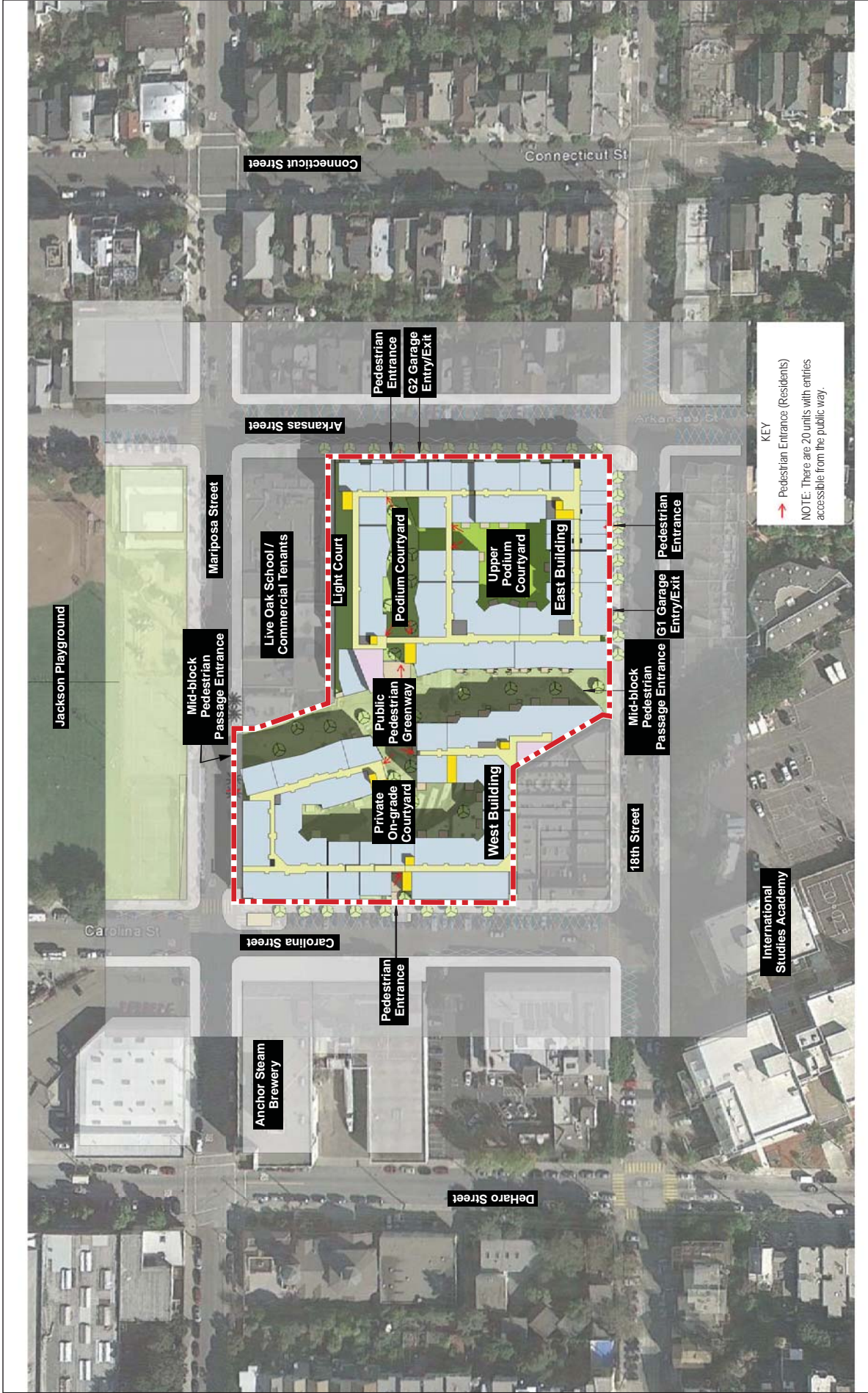


FIGURE 4



NOT TO SCALE



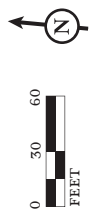
Project Boundary

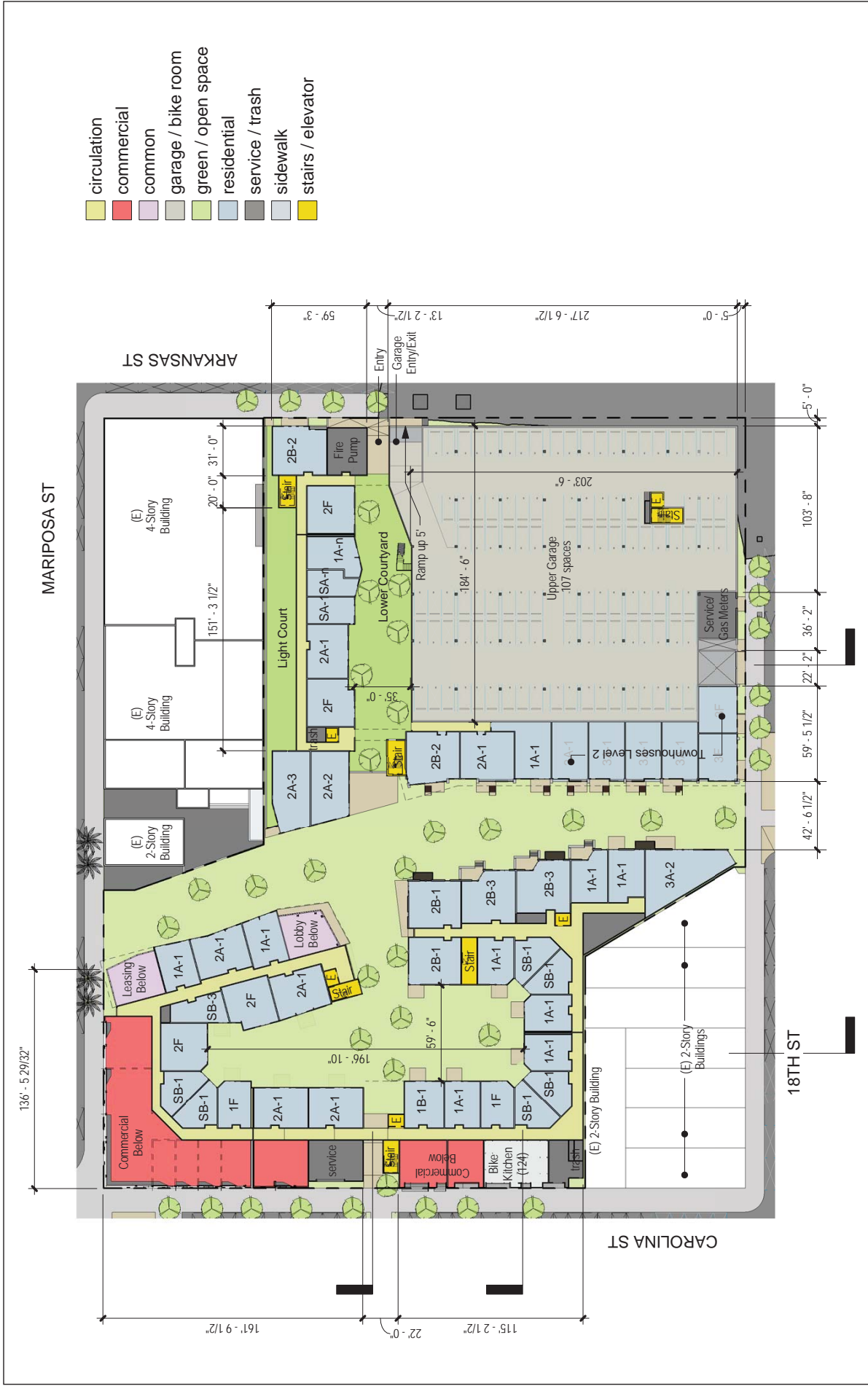
1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Conceptual Site Plan



FIGURE 5

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Ground Level Uses





- circulation
- commercial
- common
- garage / bike room
- green / open space
- residential
- service / trash
- sidewalk
- stairs / elevator

FIGURE 7

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Level 2 West Building / Upper Garage East Building



NOT TO SCALE

- circulation
- commercial
- common
- garage / bike room
- green / open space
- residential
- service / trash
- sidewalk
- stairs / elevator



NOT TO SCALE

FIGURE 8

1601 Mariposa Street
Mixed Use Project NOP/CPE Checklist
Level 3 West Building / Level 1 East Building

- circulation
- commercial
- common
- garage / bike room
- green / open space
- residential
- service / trash
- sidewalk
- stairs / elevator



FIGURE 9

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Level 4 West Building / Level 2 East Building

NOT TO SCALE

- circulation
- commercial
- common
- garage / bike room
- green / open space
- residential
- service / trash
- sidewalk
- stairs / elevator



FIGURE 10



NOT TO SCALE

- circulation
- commercial
- common
- garage / bike room
- green / open space
- residential
- service / trash
- sidewalk
- stairs / elevator

MARIPOSA ST



NOT TO SCALE

FIGURE 11

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Roof Plan West Building / Level 4 East Building

The proposed project would include construction of approximately 320 dwelling units that would be distributed between both buildings and would include about 76 studio, 116 one-bedroom, 118 two-bedroom, and 10 three-bedroom units within an approximate total of 330,630 gsf of residential space.⁸ It is anticipated that the project would be operated as a rental (rather than for-sale) development and is expected to provide approximately 46 units affordable to low-income households on-site as inclusionary units to meet the Inclusionary Affordable Housing requirement. Residential units would either face the surrounding streets (including walk-up units at the ground-floor level), the podium level courtyards, or the mid-block pedestrian pathway. The project would have on-site amenities serving the residential uses that may include a leasing office, building management offices, a business center, a lounge and flexible activity space, a fitness and yoga studio/gym, and a bike repair shop. The project would also include about 10,000 gsf of ground floor commercial use configured in not less than two individual commercial spaces. Commercial uses would be located near the corners of Mariposa and Carolina Streets and 18th and Arkansas Streets (see **Figure 5**).

Building heights for both buildings would range from 31 to 40 feet, and from generally three to four stories along the project site (excluding parapets approximately four feet in height, five elevator overruns approximately six feet in height, and two stair overruns up to 10 feet in height), measured from the average adjacent curb level. A brief five-story element (of approximately four units) would be located within the interior of the site, facing the pedestrian pathway. A two-story parking garage would also be located below grade. Along Arkansas Street, the project site slopes upward with an average slope greater than five percent, and the building height would step up in approximately 50-foot-wide increments along this street. Along 18th Street, the project site slopes upward with an average slope of about 12 percent, and the building height would step up in approximately 55-foot-wide increments along this street. Along a portion of Carolina Street, the average upward slope is between five percent and 15 percent, and the building height steps up in approximately 65-foot-wide increments. Along a portion of Carolina Street and along Mariposa Street, the average slope is less than five percent and the building height would not step. Parapets up to four feet in height and elevator and stair overruns up to 10 feet in height (provided they cover no more than 20 percent of the roof area) are exempt from the 40-foot height limit. The five elevator and two stair overruns would cover approximately one percent (1%) of the roofs of the two buildings. This method of height measurement is consistent with Planning Code Section 260. Exterior elevations of the proposed development are shown in **Figures 12, 13, and 14**.

Open Space and Landscaping. A total of approximately 39,195 gsf of publicly accessible and private open space would be developed throughout the project site, as depicted in **Figure 15**. An approximately 21,505 gsf, 40- to 70-foot-wide publicly accessible mid-block pedestrian pathway would be located mid-block between the two buildings; all other open space (approximately 17,690 gsf) on-site would be private and accessible only to residents. The pathway would provide access to pedestrians and bicyclists between Mariposa Street and 18th Streets. Ground-floor units with patios would open onto the mid-block pathway. Additional open space areas accessible only to residents would include an internal podium-level courtyard and roof deck at the East Building, smaller courtyards and greenways at the northern portion of the East Building, and a light court near the northern property line adjacent to Live Oak School. An

⁸ Residential gsf includes circulation and service space as well as space for amenities and common areas.

internal on-grade courtyard would be provided at the West Building. Both publicly accessible and private open space areas on the project site would be maintained by the project sponsor.

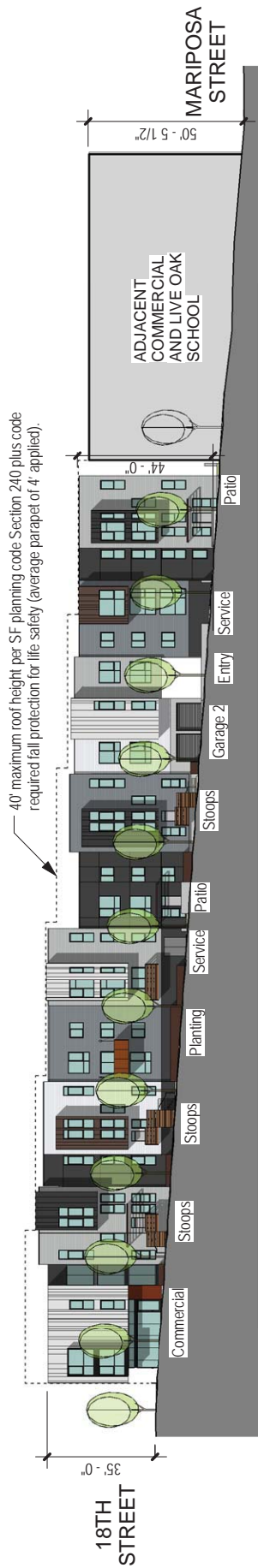
Open space areas within the project site would include trees and other plantings. As previously discussed, there are a total of 17 existing street trees that border the project site, and an additional 9 trees will likely be planted to replace recently removed trees prior to project construction (for a total of 26 trees assumed to be present on the site at the time of project construction). Of the 17 existing trees, 9 would be removed from the project site, as would the 9 trees to be planted in the short term (for an anticipated total of 18 trees to be removed from the site). Eight existing trees would be retained and approximately 27 new street trees would be planted on the four street frontages as part of the proposed project. Additionally, a total of 37 trees would be planted within the internal open space areas. With the proposed new and existing trees on and around the project site and there would be a total of approximately 72 trees around the project site.

Access and Parking. Pedestrian access to the site would be provided from Mariposa and 18th Streets via the mid-block pedestrian pathway, and from Carolina and Arkansas Streets by pedestrian entrances leading to the on-site courtyards (see **Figure 5**). In addition, ground floor units along Arkansas and 18th Streets would have direct access to the sidewalk from the front stoops (see **Figure 12**).

Parking for the proposed project would be provided within a two-level sub-surface garage located within the East Building. Approximately 265 to 275 parking spaces, including 10 American with Disabilities Act (ADA) accessible spaces and up to six but not less than two car share spaces, would be provided as part of the proposed project, with 10 to 20 of the spaces serving the commercial uses and the remainder serving the proposed residential uses. Ingress and egress to the garage would be via two entrances/exits, one on 18th Street and one on Arkansas Street.

Additionally, the project would include approximately 320 bicycle parking spaces located within the parking garage and bike storage areas located and accessible from adjacent sidewalks on Carolina and 18th Streets and residential lobby areas.

In addition to the off-street parking provided by the proposed project, the project would modify the configuration of existing on-street parking spaces adjacent to the site to including the removal of existing curb cuts and to allow for new loading spaces. Three on-street yellow curb zones for loading are proposed, with one such zone to be located along Carolina Street, one along Mariposa Street and one along Arkansas Street. The yellow loading zones along Carolina and Arkansas Streets would be adjacent to the proposed residential lobby entrances along those streets. The loading zone along Mariposa Street would be adjacent to the leasing office that is proposed to be located in the West Building and, when not in use for the proposed project, would also serve as a location for parents dropping off or picking up children at the Live Oak School. Pedestrian access to and through the site would be provided along all four street frontages of the project (see **Figure 5**). With these modifications, specifically the proposed removal of multiple existing curb cuts, approximately four net new on-street parking spaces would be created.



ARKANSAS STREET ELEVATION



18TH STREET ELEVATION

FIGURE 12

NOT TO SCALE

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Exterior Elevations - Arkansas Street and 18th Street



FIGURE 13

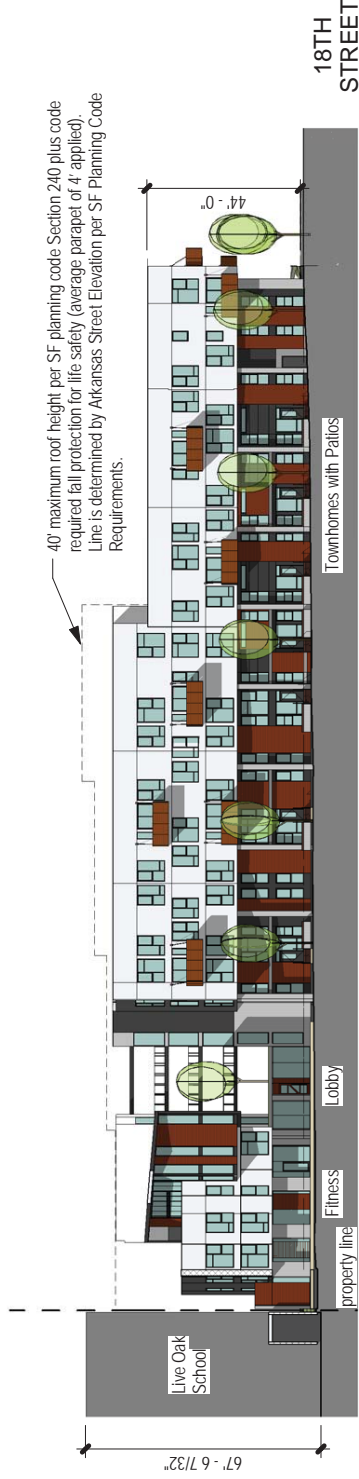
NOT TO SCALE

1601 Mariposa Street

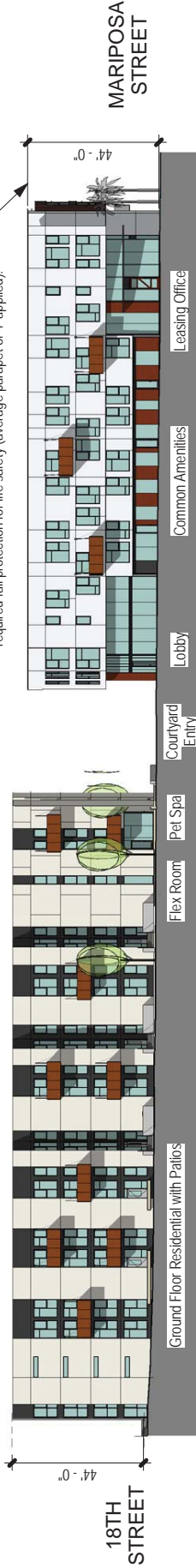
Mixed Use Project NOP/CPE Checklist

Exterior Elevations - Carolina Street and Mariposa Street

SOURCES: DAVID BAKER ARCHITECTS; RELATED, MARCH 2014.



PUBLIC PEDESTRIAN GREENWAY ELEVATION LOOKING EAST



PUBLIC PEDESTRIAN GREENWAY ELEVATION LOOKING WEST

FIGURE 14

NOT TO SCALE

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Interior Elevations



FIGURE 15

1601 Mariposa Street
 Mixed Use Project NOP/CPE Checklist
 Conceptual Landscape Plan

NOT TO SCALE



Demolition, Site Remediation and Construction. Construction activities at the project site would begin with demolition of all existing on-site structures, removal of all existing on-site pavement, and construction of the below-grade parking garage. The existing on-site parking lots and auto parts warehouse are graded into the hillside below sidewalk level along Arkansas and 18th Streets and are generally flat and therefore, minimal grading and excavation would be required for site preparation and foundations. If excess soil were to be excavated and require off-site disposal, it is not expected to exceed approximately 6,000 cubic yards. Concurrent with excavation work and pavement removal, remediation of hazardous materials in site soils and treatment of encountered groundwater would occur, which would be conducted pursuant to an approved Response Plan and with oversight from the California Department of Toxic Substances Control (DTSC). The recommended site remediation activities include removal of three underground storage tanks, excavation and off-site disposal of approximately 730 cubic yards of petroleum hydrocarbon contaminated soil, a vapor intrusion mitigation system to address volatile organic compounds in soil gas, and a Land Use Covenant that will establish Institutional Controls and require soil covers and prohibit groundwater use to ensure that future inhabitants would be protected from residual soil and groundwater contamination. The proposed Response Plan, which is required for construction of the proposed project, will be analyzed for potential environmental impacts in the EIR.

Demolition, grading, and site remediation activities are anticipated to occur over an approximate three month period and are expected to commence in late-2015. The total construction period is anticipated to occur over approximately two years. Pile driving would not be required; the project is anticipated to use a spread-foot foundation bearing on native alluvium or bedrock for much of the East Building and a spread foot foundation bearing on ground improved with rammed aggregate piers for the West Building and western part of the East Building. Neither of these foundation types would require the use of impact driven piles.

The proposed project would connect to existing water, sewer, electrical, and telecommunications connections available at the perimeter of the project site.

Required Approvals. The proposed project would require the following City, State, and regional approvals:

- Lot Merger and Subdivision Map approval to merge and re-subdivide the separate lots that comprise the project site;
- Large Project Authorization approval by the Planning Commission pursuant to Planning Code Section 329, because the project contains greater than 25,000 gsf of new construction with exceptions for rear yard configuration and off-street loading. This is considered the Approval Action for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code;
- San Francisco Municipal Transportation Agency's approval of Color Curb Program for all proposed changes in loading zones and the reconfiguration/removal of existing on-street parking spaces;
- Demolition and building permits;
- San Francisco Department of Public Health approval of Dust Control Plan;

- DTSC approval of a California Land Use and Revitalization Act (CLRRRA) Final Response Plan; and
- Bay Area Air Quality Management District (BAAQMD) approval of an Asbestos Dust Mitigation Plan.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the applicable programmatic FEIR (PEIR)⁹ for the *Eastern Neighborhoods Rezoning and Area Plans*. Items checked "Project-Specific Significant Impact Not Identified in PEIR" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the project may have an impact that is not identified as significant in the FEIR. These topics will be further addressed in an EIR to be prepared for the proposed project.

Items checked "Significant Unavoidable Impact Identified in PEIR" identify topics for which a significant unavoidable impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the significant unavoidable impact identified in the PEIR. Items checked "Mitigation Identified in the PEIR," "PEIR Mitigation Applies to Project," and "PEIR Mitigation Does Not Apply to Project" indicate whether mitigation measures were identified in the PEIR and if those mitigation measures do or not apply to the proposed project. Mitigation measures identified in the PEIR are discussed under each topic area, and mitigation measures that are applicable to the proposed project are identified under each topic area and on pp. 77-83.

For any topic that was found to result in less-than-significant (LTS) impacts in the PEIR and for the proposed project, or would have no impacts, the topic is marked "No Significant Impact (Project or PEIR)" and is discussed in the CPE Checklist below.

⁹ In this Community Plan Exemption Checklist, the acronyms FEIR and PEIR both refer to the *Eastern Neighborhoods Rezoning and Area Plans FEIR* and are used interchangeably.

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

The project site is located in the Showplace Square/Potrero Subarea of the *Eastern Neighborhoods Plan* and the site is located in the UMU (Urban Mixed Use) and 40-X Height and Bulk zoning districts. The vision outlined in the Showplace Square/Potrero Hill Area Plan¹⁰ for the pattern of development in this area is based on the need to increase opportunities for new housing development, particularly affordable housing; retain space for production, distribution and repair (PDR) activities; protect established residential areas; maintain vibrant neighborhood commercial areas on Potrero Hill; and allow for new neighborhood-serving retail and businesses at the base of Potrero Hill near Jackson Playground. 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. Within the UMU District, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services; arts activities; warehouse; and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Family-sized dwelling units are encouraged. Per Article 2.5 of the Planning Code, the 40-X Height and Bulk District allows a maximum building height of 40 feet across the project site, as measures from the curb level adjacent to a building, with no bulk restrictions.

The project would intensify uses on the project site by increasing the gross square footage of development and increasing the height of buildings on the site. However, the new residential and ground floor commercial land uses would not have an impact on the character of the vicinity beyond what was identified in the *Eastern Neighborhoods FEIR* and the proposed uses are consistent with the type and intensity of development that surrounds the site (e.g., residential, commercial, institutional, and recreational uses). Planning Department staff has determined that the proposed project is consistent with

¹⁰ *Showplace Square/Potrero Hill Area Plan, An Area Plan of the General Plan of the City and County of San Francisco*, City and County of San Francisco, adopted December 2008. This document is available at the Planning Department, 1650 Mission Street, Suite 400 or at www.sf-planning.org/ftp/general_plan/Showplace_Square_Potrero.htm.

the Eastern Neighborhoods Plan and satisfies the requirements of the General Plan and the Planning Code.^{11,12} The proposed building is consistent with the height and bulk controls and the proposed uses are consistent with the UMU zoning controls of the site, all of which were analyzed in the *Eastern Neighborhoods FEIR*.

The *Eastern Neighborhoods Area Plan* rezoned much of the City's industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan 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.

The *Eastern Neighborhoods FEIR* evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be greatest under Option C. The alternative ultimately selected – the 'Preferred Project' – represented a combination of Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the FEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The *Eastern Neighborhoods FEIR* included one mitigation measure, Mitigation Measure A-1, for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. The measure was judged to be infeasible, because the outcome of the community-based Western SoMa planning process could not be known at the time, and the measure was seen to conflict with other City policy goals, including the provision of affordable housing. The project site is not located in Western SoMa; therefore this mitigation measure is not applicable.

In the Showplace Square/Potrero Hill area, PDR businesses are more concentrated in the design and wholesale showroom district south of Division Street and the large adjacent blocks that front on 7th Street,

¹¹ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1601 Mariposa Street, December 3, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

¹² Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1601 Mariposa Street, January 2, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

bordering Mission Bay, which is about 0.5 miles northeast of the project site. The blocks of industrial zoning south of 16th Street also support a variety of manufacturing, distribution, design-related, and other PDR businesses. Some PDR uses also operate in the residential and neighborhood commercial parts of Potrero Hill, but not to the same extent as is found in the Showplace Square area, which is further north.¹³

As shown in **Table 1**, existing buildings on the project site were constructed generally between 1940 and 1992 and are currently occupied by a variety of uses including office, warehouse, and commercial uses. The one-story warehouse located at 1601 Mariposa Street was previously occupied by a meat distribution plant and is currently occupied by an automotive parts distributor. The one-story warehouse and associated structures at 1677 Mariposa Street are currently occupied by a bus depot. In addition, the building located at 485-497 Carolina Street is occupied by storage, studio, office, and printing uses. The proposed project would result in the conversion of 68,570 gsf of PDR uses located on the project site; that is, 54,648 gsf at 1601 Mariposa Street (auto part warehouse), 3,538 gsf at 1677 Mariposa Street (bus depot) and a 10,384 gsf portion of the 16,510 gsf 485-497 Carolina Street building (printing and commercial storage) to commercial and residential uses. Thus, the project would convert existing PDR uses to commercial and residential use.

As noted above, the *Eastern Neighborhoods FEIR* determined that the cumulative loss of PDR use in the Plan Area would result in a significant and unavoidable land use impact. The proposed project would contribute to this land use impact due to the demolition of 68,570 sf of existing PDR uses. The proposed project represents a small part of the loss of PDR space analyzed in the *Eastern Neighborhoods FEIR* and would not result in significant impacts that were not identified or a more severe impact than analyzed in the FEIR. Additionally, the FEIR also determined that the use regulations that apply throughout most of the Showplace Square/Potrero Hill area, including the project area, would not substantially change.

The proposed change in use from PDR (auto parts warehouse, bus depot, printing and storage) to commercial and residential would therefore not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use under the Eastern Neighborhoods Area Plan, identified in the *Eastern Neighborhoods FEIR*.

For these reasons, implementation of the proposed project would not result in significant individual or cumulative impacts that were not identified in the *Eastern Neighborhoods FEIR* related to land use and land use planning, and no mitigation measures are necessary.

¹³ *Showplace Square/Potrero Hill Area Plan, An Area Plan of the General Plan of the City and County of San Francisco*, City and County of San Francisco, adopted December 2008. This document is available at the Planning Department, 1650 Mission Street, Suite 400 or at www.sf-planning.org/ftp/general_plan/Showplace_Square_Potrero.htm.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
2. AESTHETICS—Would the project:						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a. The project is residential, mixed-use residential, or an employment center;
- b. The project is on an infill site;¹⁴ and
- c. The project is in a transit priority area.¹⁵

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics in determining the significance of project impacts under CEQA.¹⁶ The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining

¹⁴ Public Resources Code Section 21099(a) defines an “infill site” as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

¹⁵ Public Resources Code Section 21099(a) defines a “transit priority area” as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in Section 21064.3 of the California Public Resources Code as a rail transit station. A ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency or service interval of 15 minutes or less during the morning and afternoon peak commute periods.

¹⁶ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 1601 Mariposa, February 5, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

to the aesthetics of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, certain information that would have otherwise been provided in this section (such as “before” and “after” visual simulations) will be included in the Project Description contained in the EIR. The EIR will also include a description of the existing visual character of the site and surrounding area, a description of the height of the proposed buildings in relation to existing structures, and a discussion of the project’s potential to obstruct long-range views. However, this information would be provided solely for informational purposes and would not be used to determine the significance of the environmental impacts of the project.

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

The *Eastern Neighborhoods FEIR* found that an increase of approximately 7,400 to 10,000 households, and 14,477 to 20,488 people by the year 2025 would be expected to occur as a secondary effect of implementation of the *Eastern Neighborhoods Plan*. The *Eastern Neighborhoods FEIR* also determined that the plan would serve to advance some key City policy objectives including: provision of housing, especially permanently affordable housing; conversion of underutilized industrial lands to housing; and new opportunities for housing near downtown. In addition, the *Eastern Neighborhoods FEIR* found that the plan would not result in displacement of residents, directly result in displacement of businesses or employment, create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply. For these reasons, the *Eastern Neighborhoods FEIR* determined that implementation of the plan would not result in significant adverse physical effects related to population and housing, and no mitigation measures were required. The proposed project is within the development projected to occur under the area plan, and therefore there would be no additional impacts on population and housing beyond those analyzed in the FEIR.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historic Architectural Resources

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

The *Eastern Neighborhoods FEIR* identifies three mitigation measures that could reduce the severity of impacts of development enabled under the Eastern Neighborhoods Plan in some cases: *Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area*, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission). This mitigation measure is no longer relevant, because the Showplace Square/Northeast Mission Historic Resource Survey was completed and adopted by the Historic Preservation Commission June 2011.¹⁷ *Mitigation Measures K-2 and K-3*, which amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End

¹⁷ *Showplace Square/Northeast Mission Historic Resource Survey*, City and County of San Francisco Planning Department, June 2011.

Historic District (East SoMa) and the Dogpatch Historic District (Central Waterfront), do not apply because the proposed project it is not located within the South End or Dogpatch Historic Districts.

As discussed in the *Eastern Neighborhoods FEIR*, the Showplace Square/Potrero rezoning proposals would expand residential-permitted zoning and increase height limits in the area, which would generally be limited to portions of Showplace Square/Potrero Hill neighborhood east of Kansas/Henry Adams Street and along 7th Street. The rezoning proposals would change the land use and height to three parcels containing known resources and seven parcels containing potential resources.

Adoption of the *Eastern Neighborhoods Plan* resulted in the zoning reclassification of the project site from Heavy Commercial (C-M) and Light Industrial (M-1) to Urban Mixed Use (UMU). Permitted height limits on the project site remained unchanged. The project site currently consists of three buildings and associated surface parking lots and pavements. The project site characteristics for each parcel are summarized below.

- **1601 Mariposa Street (Block 4005/Lots 001B and 004):** This site (previously known as 395 Wisconsin Street) was developed in 1940 with an industrial building that was originally occupied by a Safeway meat distribution plant that was expanded in 1941. This building is a partially below-grade, one-story, reinforced concrete building finished in stucco and capped by a flat roof. The minimally altered building appears to be in good condition. The building is currently occupied by MacKenzie Warehouse Auto Parts. The site is also developed with a total of 87 surface parking spaces.
- **1677 Mariposa Street (Block 4006/Lots 006, 019, and 020):** This site was developed in 1992 as a surface parking lot. The site has since been developed with a one-story warehouse consisting of corrugated metal siding and a slightly pitched metal roof. This site is currently operated by Coach 21 as a bus depot. About 20 surface parking spaces for buses and vehicles are also located on the site, in addition to a portable trailer and lean-to shed.
- **485 Carolina Street (Block 4006, Lot 010):** This one-story commercial building was constructed in 1979 as a stucco-clad industrial building with a flat roof and is currently occupied by storage, studio, and office space operated by a variety of tenants.

The above properties at 1601 Mariposa, 1677 Mariposa, and 485 Carolina Street were surveyed by the City of San Francisco as part of the Showplace Square/Northeast Mission Historic Resource Survey, which was adopted in 2011. Specifically, all three properties were assigned a State of California Office of Historic Preservation (CHRSC) status code of "6Z," which designates the properties as "Found ineligible for National Register, California Register or Local designation through survey evaluation." Both 1677 Mariposa and 485 Carolina Streets were classified as 6Z because these buildings do not meet the minimum age requirements to be assessed for the California or National Register. Although it meets the minimum age requirements, 1601 Mariposa Street (also known as 395 Wisconsin Street) was also classified as 6Z. Therefore, for the purposes of the Planning Department's CEQA review procedures, the three subject parcels are classified as Category C (Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information Indicating That The Property Is An Historical Resource). Given this classification, the proposed demolition of the three existing buildings on the project site would not contribute to the significant and unavoidable historical resource impacts identified in the Eastern Neighborhoods EIR and no mitigation measures would be required.

Archeological Resources

The *Eastern Neighborhoods FEIR* determined that the much of the Eastern Neighborhoods area is underlain by soils that would require geotechnical support in the form of pilings or soils improvement techniques to accommodate increased development intensities. Therefore, new development would likely increase the amount and depth of soils disturbance on individual sites, resulting in an increased potential to affect California Register-eligible archaeological resources. The *Eastern Neighborhoods FEIR* identified a significant impact to archeological resources and determined that *Mitigation Measures J-1: Properties with Previous Studies*, *J-2: Properties with No Previous Studies*, and *J-3: Mission Dolores Archeological District* would reduce the effects to a less-than-significant level. *Eastern Neighborhoods FEIR Mitigation Measure J-1* applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. *Mitigation Measure J-2* applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. *Mitigation Measure J-3*, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology. Since the project site is not located within the Mission Dolores Archeological District and because no previous studies have been conducted on the project site, only *Mitigation Measure J-2* applies to the proposed project.

Pursuant to *Mitigation Measure J-2*, a Preliminary Archeological Review was prepared for the proposed project.¹⁸ The Planning Department conducted an archeological assessment review of the project site and found that there is a possibility that, due to the close proximity of the project area to the southern edge of Mission Bay, there is a potential that prehistoric resources could be uncovered in the project area. Based on a review of historical maps for the project area, there is also the potential for historic-period resources, such as a late 19th century farming complex, which could be present within the project site soils. The proposed project could result in disturbance of site soils at depths of approximately 22 feet in specified areas where the project requires the installation of foundations that require the use of rammed aggregate piers. Due to the potential for significant archaeological resources and the types of disturbance proposed by project activities, the project may have a potential adverse effect to an historical resource under CEQA. Therefore, implementation of the Planning Department's standard Mitigation Measure 3 Archeological Resources - Archeological Testing would reduce potential significant impacts of the proposed project to archeological resources to a less-than-significant level. Overall, no significant archeological resource impacts are anticipated to occur either individually or cumulatively that were not identified in the *Eastern Neighborhoods FEIR*.

¹⁸ Allison Vanderslice, Environmental Planning Archaeologist, memorandum to Chelsea Fordham, EP planner, December 24, 2013. This memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2012.1398E.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
5. TRANSPORTATION AND CIRCULATION—Would the project:						
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project has the potential to result in a significant transportation and circulation impact. Accordingly, this topic will be further analyzed and included in the EIR.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
6. NOISE—Would the project:						
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The *Eastern Neighborhoods FEIR* identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the *Eastern Neighborhoods FEIR* noted that implementation of the Area Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The *Eastern Neighborhoods FEIR* therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels. A noise assessment was prepared for the proposed project to determine the projects ability to comply with the Eastern Neighborhoods EIR, which is discussed further below.¹⁹

¹⁹ Charles M. Salter Associates, Inc., *1601 Mariposa Residences, San Francisco, CA, Eastern Neighborhoods Plan Environmental Noise Assessment*. April 29, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Project Impacts

Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni light rail and buses, emergency vehicles, and land use activities, such as industrial uses and periodic temporary construction-related noise from nearby development, or street maintenance.

Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1: *Construction Noise* addresses individual projects that include pile-driving, and Mitigation Measure F-2: *Construction Noise* addresses individual projects that include particularly noisy construction procedures (including pile-driving). The project is anticipated to use a spread-foot foundation bearing on native alluvium or bedrock for the majority of the East Building and a spread foot foundation bearing on ground improved with rammed aggregate piers on for the West Building and western part of the East Building. A rammed aggregate pier is installed by drilling a hole in the soil, and then ramming gravel (aggregate) into the bottom of the shaft with a hydraulic hammer. This ramming effect, performed in the pre-drilled hole below the at-grade surface, creates a very dense, stiff, rock pier that expands the drilled shaft and reinforces the soil. This pre-drilling and impaction below the surface foundation technique does not involve impact pile-driving and noise levels would be similar to demolition activities. Pile driving of piers during construction can generate loud noises. Neither of the proposed foundation types would require the use of impact driven piles and would not generate noise and vibration impacts typically caused by pile driving; therefore, Mitigation Measure F-1 would not apply to the proposed project.

However, implementation of the project would result in noise generating construction activities. Construction of the project would result in temporary elevated noise levels at existing adjacent land uses. Major construction phases are expected to include demolition and ground clearing, dewatering, shoring, excavation, utility and street improvements, street improvements, and concrete work. In addition, construction of the mixed-use development would include structural framing, exterior finishes, interior framing, and interior finishes. The noisiest of these activities is typically demolition and grading, when heavy machinery would be in use. Grading and shoring work would be minimal because the site is already graded and shored, thus minimal additional excavation is required. Implementation of *Mitigation Measure F-2: Construction Noise* would ensure that construction noise impacts would be less than significant. Mitigation Measure F-2 requires individual projects that include particularly noisy construction procedures in proximity to sensitive land uses to submit site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to the Department of Building Inspection prior to commencing construction. As recommended in the *Environmental Noise Assessment* prepared for the proposed project, the project applicant would implement the following site-specific noise-attenuation measures during project construction in compliance with *Mitigation Measure F-2: Construction Noise (Project Mitigation Measure 2)*:

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, such as the Live Oak School.

3. Utilize noise control blankets on the building structure adjacent to Live Oak School – and possibly other 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, 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 and expected loud activities.
6. 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).
7. 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.
8. Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) shall be required to prepare the entire site. However, the developer will endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.
9. The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools.

In addition, all construction activities for the proposed project (which would occur over approximately 24 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 24 month construction period for the proposed project, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 24

months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance.

Implementation of the measures outlined for compliance with Mitigation Measure F-2 and the San Francisco Noise Ordinance would ensure that construction noise impacts are less than significant.

Eastern Neighborhoods FEIR Mitigation Measures F-3: Interior Noise Levels, F-4: Siting of Noise Sensitive Uses and F-6: Open Space in Noisy Environments include additional measures for individual projects that include new noise-sensitive uses. Mitigation Measure F-3 requires that new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (L_{dn}), where such development is not already subject to California Noise Insulation Standards in Title 24, the project sponsor shall conduct a detailed analysis of noise reduction requirements. However, Mitigation Measure F-3 is not applicable to the proposed project because the project is required to comply with Title 24 standards. The noise assessment prepared also analyzed whether the proposed project can feasibly attain acceptable noise levels consistent with Title 24.

Eastern Neighborhoods FEIR Mitigation Measure F-4: Siting of Noise-Sensitive Uses states that “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) to 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.”

As part of the project’s *Environmental Noise Assessment*, noise data was collected continuously for 48 hours on weekdays at four locations around the project site. Noise levels from 64 to 74 dB L_{dn} were measured around the project site. Noise-generating uses within the vicinity of the site include Anchor Brewing Company, International Studies Academy, Jackson Playground, Live Oak School, and various restaurants along 18th Street. It was assumed that these facilities were operating when on-site noise measurements were conducted. To meet the 45 dB L_{dn} criterion called out in the building code (Title 24), the proposed project would be required to install windows with noise reduction ratings of up to STC 38. The windows could be operable, but would need to be in the closed position to meet the indoor noise standard. Therefore, these units would require a ventilation or air-conditioning system that does not compromise the sound attenuation of the exterior façade. However, units facing the interior courtyards are exposed to noise levels no greater than 60 dB L_{dn} and windows in these units do not need to be sound-rated and these units are not subject to the ventilation requirement. With installation of the appropriate windows, the project would comply with Title 24 requirements and thus would be consistent with Mitigation Measure F-4, ensuring that the proposed new residents would not be exposed to significant noise impacts.

Mitigation Measure F-6: Open Space in Noisy Environments requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels. The project open space would be the courtyards for each building. The noise level in the courtyards was calculated to be less than 60 dB L_{dn}. The noise level in the mid-block alley would be up to 70 dB L_{dn} in areas with a direct line of sight to surrounding roadways. The alley is a public thoroughway and, therefore, there is no feasible noise mitigation (e.g., noise barriers) that could be applied that would be “consistent with other principles of urban design” (as noted in Mitigation Measure F-6). Specifically, the primary method to reduce noise from roadway traffic would be to block the line of sight from the source to the receptor area; this is typically done through the use of a noise barriers or placement of new structures to provide screening. However, due to the plans for this area to be a mid-block public pedestrian thoroughway, the use of such measures would be infeasible from a design standpoint and would not meet the Planning Code requirements for mid-block through fares. Therefore, as this proposed open space area is already protected from existing noise sources “to the maximum feasible extent,” the project would be in compliance with the requirements of Mitigation Measure F-6.

Eastern Neighborhoods FEIR Mitigation Measure F-5: Siting of Noise Generating Uses, addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3.0 decibel increase). According to the *Transportation Impact Study* prepared by DKS Associates,²⁰ existing traffic volumes during the PM peak hour at the four intersections that surround the project site are 1,844 vehicles. The proposed project would not double traffic volumes because the proposed project would generate approximately 3,192 daily vehicle trips, with approximately 452 trips during the PM peak-hour. In addition, operation of the proposed project would not include any other constant or short-term noise sources (e.g., diesel generator) that would be perceptible in the project vicinity. Therefore, Mitigation Measure F-5 is not applicable to the proposed project since the project would not include new noise-generating uses (such as commercial, industrial, or other uses) that would be expected to generate noise levels in excess of ambient noise.

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

For the above reasons, the proposed project would not result in significant individual or cumulative noise impacts that were not identified in the *Eastern Neighborhoods FEIR*.

²⁰ DKS Associates, 1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Transportation Impact Study, April 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
7. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.— Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and pollutant emissions; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter (DPM) and toxic air contaminants (TACs) as part of everyday operations. These significant impacts would conflict with the applicable air quality plan at the time, the Bay Area 2005 Ozone Strategy. The *Eastern Neighborhoods FEIR* identified four mitigation measures that would reduce air quality impacts to less-than-significant levels.

Background

The San Francisco Bay Area Air Basin (SFBAAB) encompasses San Francisco, Alameda, Contra Costa, San Mateo, and Napa Counties, and includes parts of Solano and Sonoma Counties. Although air quality in the air basin has generally improved over the last several decades, elevated levels of ozone, carbon monoxide, and particulate matter have been observed. In most of the Bay Area, transportation-related sources account for a majority of air pollutant emissions. Therefore, a major focus of the BAAQMD is on reducing vehicle trips associated with new development.

The federal Clean Air Act and California Clean Air Act contain ambient air standards and related air quality reporting systems to be used by regional regulatory agencies in developing air pollution control measures. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing, and enforcing the federal and State ambient air quality standards for criteria pollutants. Both State and federal governments have established

health-based Ambient Air Quality Standards for six criteria air pollutants:²¹ carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter (PM).

In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air district are used to manage total regional emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations and could adversely affect or delay the projected attainment target year for certain criteria pollutants. **Table 3**, below, identifies air quality significance thresholds of criteria air pollutants followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

Table 3: Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Source: City of San Francisco and BAAQMD, 2014.

Because of the conservative nature of the thresholds and the basin-wide context of individual project emissions, there is no direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NO_x) and reactive organic gases (ROG). Criteria pollutants are discussed below.

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the State

²¹ Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).²² These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Particulate Matter (PM₁₀ and PM_{2.5}).²³ The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health based ambient air quality standards. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.²⁴ Although the regulations specified above apply to new or modified stationary sources, land use development projects result in ROG, NO_x, PM₁₀ and PM_{2.5} emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ozone precursors or particulate matter. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust.²⁵ Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.²⁶ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.²⁷ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of fugitive dust control measures to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance are an effective strategy for controlling construction-related fugitive dust.

²² BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

²³ PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

²⁴ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 16.

²⁵ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

²⁶ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 27.

²⁷ BAAQMD, *CEQA Air Quality Guidelines*, May 2011.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.²⁸

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.²⁹ In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.³⁰ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile,

²⁸ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

²⁹ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

³⁰ California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone,” were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population, and/or (2) cumulative PM_{2.5} concentrations greater than 10 micrograms per cubic meter (µg/m³).

Excess Cancer Risk. The above 100 per one million persons (100 excess cancer risk) criteria is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.³¹ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,³² the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.³³

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Land use projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Eastern Neighborhoods FEIR

Eastern Neighborhoods FEIR Mitigation Measure G-1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Mitigation Measure G-2 involves new residential development near high-volume roadways. Mitigation Measure G-3 involves uses generating

³¹ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

³² 54 Federal Register 38044, September 14, 1989.

³³ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

substantial DPM emissions, including warehouse and distribution centers, commercial, industrial that would be served by 100 truck trips per day, and Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations.

Construction Emissions

Construction activities from the proposed project would result in the generation of dust, primarily from ground-disturbing activities. *Eastern Neighborhoods FEIR* Mitigation Measure G-1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. (This mitigation measure was identified in the Eastern Neighborhoods Initial Study.) Subsequent to publication of the *Eastern Neighborhoods FEIR*, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, therefore the portions of Mitigation Measure G-1 that deal with dust control are not applicable to the proposed project.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public

Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

The site-specific Dust Control Plan would require the project sponsor to: submit of a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements.

Also, subsequent to publication of the FEIR, the BAAQMD provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),³⁴ which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project's criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project is below the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project would exceed the screening criteria provided in the BAAQMD Air Quality Guidelines for construction-related criteria air pollutants; therefore, an *Air Quality Criteria Pollutant Analysis*³⁵ was prepared for the proposed project. To determine project construction and operational criteria air pollutant emissions, the California Emissions Estimator Model (CalEEMod v.2013.2.2)³⁶ was used.

Construction activities from the proposed project would also result in the emission of criteria air pollutants and DPM from equipment exhaust, construction-related vehicular activity, and construction

³⁴ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

³⁵ LSA Associates, Inc., *Final 1601 Mariposa Air Quality Criteria Pollutant Analysis*, March 4, 2014.

³⁶ CalEEMod is the latest air quality emissions model approved for use by the BAAQMD. CalEEMod incorporates ARB approved Off-Road and On-Road Mobile-Source Emission Factor models (OFFROAD and EMFAC, respectively) and is designed to estimate emissions for land use development projects. CalEEMod allows for the input of project-specific information.

worker automobile trips. Construction of the project would occur over an approximately 24-month period. Diesel-fueled equipment would be required for the duration of the project.

Based on information provided by the applicant, the construction phasing schedule shown in **Table 4** was input in CalEEMod. The criteria pollutants reactive organic ROG and NO_x (two precursors of ozone) and particulate matter (PM₁₀ and PM_{2.5}) associated with construction of the proposed project have been evaluated. Using the Annual Emissions Results data set from CalEEMod, average daily construction emissions were calculated by converting the annual results from tons per year to pounds per day, then dividing the result by 522, the total number of days of construction (5 days per week for 24 months).

Table 4: Project Construction Phasing

Phase Name	Start Date	End Date
Demolition	10/01/2015	11/15/2015
Site Preparation	10/15/2015	11/15/2015
Grading	10/15/2015	11/30/2015
Building Construction	11/01/2015	02/01/2017
Paving	08/01/2017	09/30/2017
Architectural Coating	03/01/2017	08/01/2017

Source: Related California, 2014.

Model estimated construction-related emission results are presented in **Table 5** for average daily construction emissions. As shown in **Table 5**, project construction emissions would be below the significance thresholds, therefore the project would not result in significant construction emissions. Therefore, the construction equipment exhaust maintenance portion of Eastern Neighborhoods FEIR Mitigation Measure G-1 is not applicable. Construction emissions would be below the significance thresholds, therefore the proposed project would not result in significant construction emissions.

Table 5: Daily Project Construction Emissions

Project Construction	Pollutant Emissions (Average Pounds/Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Average Daily Construction Emissions	20.2	42.1	2.4	2.2
Significance Thresholds	54.0	54.0	82.0	54.0
Significant?	No	No	No	No

Source: LSA Associates, Inc., 2014.

Additionally, certain coarse-grained soils at the project site contain serpentine, a naturally-occurring form of asbestos. As no historical land uses at the project site have involved the use of asbestos, the asbestos is assumed to have been present in fill materials of unknown origin placed at the site during its initial development. Asbestos is a known human carcinogen, and exposure to asbestos is associated with increased risk of lung cancer, mesothelioma (a cancer of the thin membrane that surrounds the lungs and other internal organs), and other illnesses. As the project site is currently covered with buildings, pavement, and landscaping, there is currently no potential for human exposure to asbestos in the soils. However, during project development, earthmoving activities would disturb soils containing asbestos, with the potential to release asbestos fibers to the air where they could potentially affect construction workers and nearby members of the general public. The disturbance of naturally occurring asbestos from construction activities would be required to comply with the Asbestos Airborne Toxic Control Measure

(ATCM) enforced by the Bay Area Air Quality Management District (BAAQMD) and the Construction Dust Control Ordinance. This issue will also be further discussed in the Hazards section of the EIR to be prepared for the project.

Construction Health Risk Assessment

The project site is not located within an identified Air Pollutant Exposure Zone, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. The proposed project's construction activities would be temporary and variable in nature. Furthermore, the proposed project would be subject to California regulations limiting idling times to five minutes, which would further reduce sensitive receptors exposure to temporary and variable DPM emissions.³⁷ Therefore, the construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. In addition, as demonstrated in the CalEEMod analysis below, the proposed project would not exceed the thresholds provided by the BAAQMD for construction-related criteria air pollutants including exhaust particulate matter.

Operational Health Risk Assessment

Mitigation Measure G-2 requires new sensitive receptors near sources of TACs, including DPM, to include an analysis of air pollutant concentrations (PM_{2.5}) to determine whether those concentrations would result in a substantial health risk to new sensitive receptors. The proposed project would include new sensitive receptors. However, the project site is not located within an identified air pollution Air Pollutant Exposure Zone, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure G-2 is not applicable to the proposed project.

Mitigation Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations that would be served by at least 100 trucks per day. According to the *Transportation Impact Study*³⁸ prepared for the project, the proposed project would generate 3,192 vehicle trips per day and would therefore, not generate more than 10,000 vehicle trips per day, 100 truck trips per day, or include a new stationary source (such as on on-site generator), or other items that would emit TACs as part of everyday operations. Furthermore, the project site is not located within an identified Air Pollutant Exposure Zone, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure G-4 is not applicable to the proposed project.

A portion of the site currently operates as a bus maintenance/staging and parking area which would be removed with implementation of the project. Diesel fueled buses are a source of odors and toxic air contaminants. Therefore, by removing this existing source of air contaminants, air quality in the immediate project vicinity, including exposure levels for students and residents in the project, could be improved with implementation of the project.

³⁷ California Code of Regulations, Title 13, Division 3, § 2485.

³⁸ DKS Associates, 1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Transportation Impact Study, April 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Operational Emissions

The proposed project would result in an increase in operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. The proposed project meets the screening criteria provided in the BAAQMD CEQA Air Quality Guidelines (May 2011) for operational-related criteria air pollutants for residential and retail uses individually; however, to determine project impacts of the land uses together an analysis using CalEEMod was conducted.

The operational and area source emissions of criteria air pollutants for the project were estimated using CalEEMod, with project-specific land use data. The project would generate criteria pollutant emissions associated with vehicle traffic and on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment). Model inputs include 320 mid-rise residential units, 10,000 square feet of retail space, and a 265 to 275 space parking enclosure. Operational emissions for the proposed project are based on vehicle trip generation rates by land use type as identified in Table 9 of the *Transportation Impact Study*.³⁹ The daily emissions associated with operation of the proposed project (project-related trip generation and operational increases in stationary sources) are identified in **Table 6** for ROG, NO_x, PM₁₀ and PM_{2.5}. Annual emissions are shown in **Table 7**.

A portion of the site currently operates as a bus maintenance/staging and parking area, which would be removed with implementation of the project. Diesel fueled buses are a source of odors and toxic air contaminants. In addition, there is approximately 74,696 gross square feet of commercial office and warehouse use on the site, including the MacKenzie Warehouse which also runs a fleet of delivery vehicles. The analysis includes all trips generated by the proposed project; however, it does not account for the reduction in trips that would occur as a result of the removal of current uses. Therefore, emission estimates for the proposed project are conservative; net new emissions associated with the project would actually be less than those shown in **Table 6** and **Table 7**.

Table 6: Daily Project Operational Emissions

Sources	Pollutant Emissions (Pounds/Day)			
	Reactive Organic Gases	Nitrogen Oxides	PM ₁₀	PM _{2.5}
Area (Land Use)	12.3	0.3	0.5	0.5
Energy	0.1	0.7	0.1	0.1
Mobile (Vehicle)	10.6	19.4	12.6	3.6
Total Project Emissions	23.0	20.5	13.2	4.1
Significance Threshold	54.00	54.00	82.00	54.00
Exceed Threshold? (Yes/No)	No	No	No	No

Source: LSA Associates, Inc., 2014.

³⁹ DKS Associates, 1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Transportation Impact Study, April 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Table 7: Annual Project Operational Emissions

Sources	Pollutant Emissions (Tons/Year)			
	Reactive Organic Gases	Nitrogen Oxides	PM ₁₀	PM _{2.5}
Area	2.1	0.0	0.0	0.0
Energy	0.0	0.1	0.0	0.0
Mobile	1.8	3.4	2.1	0.6
Total Project Emissions	3.9	3.5	2.1	0.6
Significance Threshold	10.00	10.00	15.00	10.00
Exceed Threshold? (Yes/No)	No	No	No	No

Source: LSA Associates, Inc., 2014.

As shown in **Tables 6 and 7**, the proposed project would not exceed the significance threshold for operational emissions.

Clean Air Plan Consistency

The *Eastern Neighborhoods FEIR* stated that with implementation of Mitigation Measures G-2, G-3, and G-4, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at the time. Subsequent to the certification of the FEIR, the 2010 Clean Air Plan was adopted by the BAAQMD and it updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. Consistency with the 2010 Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). As stated above, the proposed project would not result in significant and unavoidable air quality impacts and the proposed project does not include elements that would hinder implementation of control measures. Therefore the proposed project would not conflict with an applicable air quality plan.

For the above reasons, the proposed project would not result in significant individual or cumulative impacts that were not identified in the *Eastern Neighborhoods FEIR* related to air quality.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
8. GREENHOUSE GAS EMISSIONS—Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* assessed the GHG emissions that could result from rezoning of the Showplace Square/Potrero Hill Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E per service population,⁴⁰ respectively. The *Eastern Neighborhoods FEIR* concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the FEIR. The proposed project is within the development projected to occur under the area plan, and therefore there would be no additional impacts on greenhouse gas emissions beyond those analyzed in the FEIR.

These regulations, as outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions, have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy.⁴¹ Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant individual and cumulative impacts with respect to GHG emissions.

⁴⁰ Memorandum from Jessica Range, MEA to MEA staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

⁴¹ *Greenhouse Gas Analysis: Compliance Checklist*, 1601 Mariposa Street, February 5, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
9. WIND AND SHADOW—Would the project:						
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The *Eastern Neighborhoods FEIR* determined the area plans would not result in a significant impact to wind because the Planning Department, in review of specific future projects, would continue to require analysis of wind impacts, where deemed necessary, to ensure that project-level wind impacts would be mitigated to a less-than-significant level. No mitigation measures were identified in the FEIR.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The project site is located within a 40-X Height and Bulk District. The proposed buildings on the site would be up to 40 feet in height and, with the exception of one five-story element within the interior of the site, three to four stories (excluding parapets approximately four feet in height, five elevator overruns approximately six feet in height and two stair overruns up to 10 feet in height) and would be similar to height to most existing buildings in the area, which include a mix of two- to four-story buildings. At some locations along Arkansas Street and 18th Street, the proposed buildings would be up to two stories taller than nearby buildings; however, this height difference would not be substantial enough to alter wind conditions or result in wind-related impacts. For these reasons, the proposed project is not anticipated to cause significant individual or cumulative impacts that were not identified in the *Eastern Neighborhoods FEIR* related to wind.

Shadow

The proposed project has the potential to result in a significant shadow impact on Jackson Playground. Accordingly, this topic will be further analyzed and included in the EIR.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
10. RECREATION—Would the project:						
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The *Eastern Neighborhoods FEIR* also found that implementation of the plan would not result in direct physical degradation of any existing recreational resources within the project area or Citywide, nor would the plan result in any specific alterations to infrastructure, such as new park or recreational facility development. As such, no adverse physical impacts associated with the construction or expansion of recreational facilities is expected, as none would be undertaken as part of the implementation *Eastern Neighborhoods Plan*. Specific proposals for the development of park space or recreation facilities would be subject to subsequent project-level environmental review. No mitigation measures were identified in the *Eastern Neighborhoods FEIR*.

The Eastern Neighborhoods are collectively served by about 50 acres of neighborhood parks and facilities (district- neighborhood- and sub-neighborhood-serving parks) and Potrero Hill is served by 21.33 acres of open space and recreational facilities. With a baseline (2000) population of approximately 67,000 residents, the existing resources provided approximately 0.75 acres of neighborhood parks per 1,000 residents. The *Eastern Neighborhoods FEIR* relied on a 2006 study,⁴² which determined that while there are relatively few parks within the Showplace Square/Potrero Hill neighborhood, existing parks are large in size and, in general, adequately serve the majority of the neighborhood. The proposed project is within

⁴² *Recreation and Park Acquisition Policy*, City and County of San Francisco, Recreation and Park Department, May 2006.

the development projected to occur under the area plan, and therefore there would be no additional impacts related to recreational facilities beyond those analyzed in the FEIR.

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

The *Eastern Neighborhoods FEIR* determined that the anticipated increase in population associated with implementation of the *Eastern Neighborhoods Plan* would not result in significant impacts related to the provision of water, wastewater collection and treatment, or solid waste collection and disposal. The *Eastern Neighborhoods Plan* is considered infill development (i.e., new development associated with implementation would occur in an area of San Francisco that is already developed and already served by existing utilities) and is not expected to result in substantial adverse physical impacts associated with the provision of new or physically altered public utility facilities or power and communications facilities. The

added growth and increased demand for utilities would be consistent with planned service levels and capacity, and new utility infrastructure or facilities would not need to be constructed to accommodate the increased demand. Each development project proposed would be required to comply with current State and local regulations related to energy consumption, waste disposal, wastewater treatment, and water conservation. No mitigation measures with respect to utilities and service systems were identified in the *Eastern Neighborhoods FEIR*.

The project would also be subject to the City's Stormwater Management Ordinance, which requires the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential need for expanding or construction new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The San Francisco Public Utilities Commission (SFPUC) has concluded that under its Water Shortage Allocation Plan with additional local Water System Improvement Program supplies, sufficient water would be available to meet the existing and planned future water retail demand within San Francisco, inclusive of the growth in the Eastern Neighborhoods area.⁴³ The FEIR found that sufficient dry weather capacity exists at the Southwest Water Pollution Control plant, and that development pursuant to the Eastern Neighborhoods Rezoning and Area Plans would not substantially result in new wet weather flow because the area is already substantially built out. Incremental increase in sanitary sewage volume could cumulatively contribute to an increase in average volume of combined sewer overflow (CSO) discharge during wet weather, but the impact was found to be less than significant through the City's development of a Wastewater Management Plan. Regarding solid waste, the FEIR found that impacts would be less than significant because solid waste generated by development pursuant to the Eastern Neighborhoods Rezoning and Area Plans would be accommodated within projected landfill capacity. For these reasons, implementation of the proposed project would not result in significant individual or cumulative impacts on utilities and service systems that were not identified in the *Eastern Neighborhoods FEIR*, and no mitigation measures are necessary.

⁴³ San Francisco Public Utilities Commission, *2010 Urban Water Management Plan*, June 2011.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
12. PUBLIC SERVICES—Would the project:						
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that the anticipated increase in population due to the implementation of the plan would result in an increased demand for schools and police and fire services, but would not exceed planned service levels or capacity and therefore would not result in a significant impact to public services. No mitigation measures related to the provision of public services were identified in the *Eastern Neighborhoods FEIR*. The proposed project is within the development projected to occur under the area plan and no aspects of the project would result in increased demand beyond those analyzed in the FEIR.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
13. BIOLOGICAL RESOURCES—Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
13. BIOLOGICAL RESOURCES— Would the project:						
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* did not identify any significant biological impacts, noting that the Eastern Neighborhood Plan Area is in a developed urban area and does not provide native natural habitat for any rare or endangered species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. Further, because future development projects that would be expected to occur largely consist of new construction of housing in heavily built-out former industrial neighborhoods, there would be little in the way of loss of vegetation or disturbance of wildlife other than common urban species. For these reasons, the *Eastern Neighborhoods FEIR* concluded that no significant impacts related to biological resources would result and no mitigation measures were identified.

The project site is almost entirely covered by buildings or surface pavement and there is no existing vegetation on the site. This site is located in a developed urban area which does not support or provide habitat for any known rare or endangered wildlife species, animal, or plant life or habitat, and the proposed project would not interfere with any resident or migratory species. In addition, the project site does not support riparian or wetland habitat. The project site is not located within an adopted habitat conservation planning area.

The San Francisco Planning Department, Department of Building Inspection and Department of Public Works have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees is implemented. Department of Public Works Code Section 8.02-8.011 requires disclosure and protection of Landmark, Significant, and Street trees, collectively “protected trees” located on private and public property. A Landmark Tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City’s character and have been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A Significant tree is either on property under the jurisdiction of the Department of Public Works, or on privately owned land within 10 feet of the public-right-of-way, that is greater than 20 feet in height or which meets other criteria.

As previously discussed, the site is currently bordered by approximately 17 street trees along Carolina, Mariposa, Arkansas, and 18th Streets and an additional 9 street trees (minimum of 24-inch box size) will likely be planted to replace recently removed trees prior to construction of the proposed project (for a total of 26 street trees assumed to be present on the site at the time of project construction). Two arborist reports prepared for the project evaluated the status and health of a total of 27 trees on and within the immediate vicinity of the site.^{44,45} A Tree Disclosure Statement, supported by the conclusions found in the arborist reports, noted that there are no Landmark or Significant trees and there are a total of 17 existing trees on the project site.⁴⁶ The reports determined that 11 of the surveyed trees that border Arkansas and 18th Streets were in poor or very poor health due to girdled roots or root destabilization due to pruning. Since preparation of the arborist reports, 9 street trees have been removed from the Arkansas Street frontage due to poor health and corresponding safety concerns.⁴⁷ Several other trees along Mariposa and Carolina Streets also exhibited additional health concerns and were recommended for replacement due to the risk to life and property, although these trees are currently present on the site.

It is anticipated that 18 of the 26 protected street trees (17 existing and 9 anticipated to be planted prior to project construction) would be removed with development of the proposed project and the remaining 8 trees would be retained. The proposed project would include the replacement of removed trees with new street trees in compliance with Planning Code Section 143, which requires that new street trees are installed at the rate of one street tree per each 20 feet of frontage of the property along each street or alley. Therefore, approximately 27 new street trees would be planted on all four street frontages as part of the

⁴⁴ *Draft Assessment of Twenty-Seven (27) Protected Street Trees at 1601 Mariposa Street, San Francisco, California*, Walter Levison, May 1, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

⁴⁵ *1601 Mariposa Street, San Francisco, Peer Review of Levison Report, Tree Management Experts, Consulting Arborists*, July 3, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

⁴⁶ *1601 and 1677 Mariposa and 485-487 Carolina Street Required Checklist for Tree Planting and Protection*, Rick Westberg, Related/Mariposa Development Co., LLC, April 10, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

⁴⁷ Mohammed Nuru, San Francisco Department of Public Works. DPW Order No: 182222. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

proposed project for a total of approximately 35 street trees around the project site (8 existing trees would be retained). An additional 37 trees would be planted within the internal open space areas, for a total of 72 trees within and around the project site. The removal of a protected tree would require issuance of a permit from the Director of Public Works, and may be subject to replacement or payment of an in-lieu fee in the form of a contribution to the City’s Adopt-a-Tree Fund. Compliance with the requirements set forth in DPW Code Section 8.02-8.11 would ensure that potential impacts to trees protected under the City’s Tree Preservation Ordinance would be less than significant. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

In September 2011, the Board of Supervisors approved Planning Code Section 139, which includes amendments to incorporate bird-safe building standards into the code, and adopted the Standards for Bird-Safe Buildings. Planning Code Section 139, Standards for Bird-Safe Buildings, focuses on buildings that create location specific hazards and building feature-related hazards. Location-specific hazards apply to buildings within 300 feet of, and having a direct line of sight to, an urban bird refuge, including open spaces two acres and larger dominated by vegetation, wetlands, or open water. Building feature-related hazards include free-standing clear glass walls, skywalks, greenhouses on rooftops, and balconies that have unbroken glazed segments measuring 24 square feet or larger. The project site is not located within a “location-related” hazard zone for bird strikes; however, the project would be required to comply with applicable design restrictions outlined in the Section, which include guidelines for use and types of glass and façade treatments, wind generators and grates, and lighting treatments that would prevent impacts on avian species.

For these reasons, the proposed project would not result in significant individual or cumulative impacts to biological resources that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
14. GEOLOGY AND SOILS—Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
14. GEOLOGY AND SOILS—Would the project:						
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* concluded that implementation of the plan would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. The FEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the *Eastern Neighborhoods FEIR* concluded that implementation of the plan would not result in significant impacts related to geology, soils or seismicity. No mitigation measures were identified in the *Eastern Neighborhoods FEIR*.

A geotechnical investigation was prepared for the proposed project.⁴⁸ The following discussion relies on the information provided in the geotechnical investigation.

⁴⁸ *Geotechnical Investigation Mariposa-Potrero Project, Mariposa and Carolina Streets, San Francisco, California*, Rockridge Geotechnical, May 21, 2013.

The topography of the site slopes upward approximately 34 feet from an elevation of about 16 feet⁴⁹ at the northwest corner, at the intersection of Mariposa and Carolina Streets, to an elevation of about 50 feet at the southeast corner, at the intersection of Arkansas and 18th Streets, for an overall slope of about 5 to 15 percent. The site was previously graded to below sidewalk level along Arkansas and 18th Streets.

For the geotechnical investigation, soil borings were excavated to a maximum depth of approximately 41.5 feet below the ground surface (bgs). Based on the soil analysis of the borings, the eastern limit of the project site (along Arkansas) is generally underlain by alluvium above bedrock at depths of 18.5 to 19.5 bgs. Similarly, the subsurface conditions below the existing warehouse (1601 Mariposa Street) at the eastern portion of the site consist of approximately 3.5 feet of fill underlain by 7 feet of alluvium. Sandstone bedrock was encountered below the fill and alluvium at about 10.5 feet below the top of the floor slab. The alluvium consists primarily of stiff to hard clay with variable amounts of sand.

Soil analysis results indicated that the central and western portions of the site are underlain by up to 14 feet of heterogeneous fill. The fill consists of medium stiff to stiff clay with variable amounts of sand, and loose to dense gravel with variable amounts of clay and sand. The fill also contains gravel and cobble sized material derived from serpentine and in places, includes variable amounts of brick and glass debris. Underlying the fill material is alluvium consisting of layers of medium stiff clay, medium dense to dense clayey sand, very dense sand, and stiff to hard clay and sandy clay. Bedrock was encountered beneath the alluvium at depths between 20 to 35 feet bgs. At the central and western parts of the site, the top of bedrock dips down from an elevation of 4 feet to below 25 feet bgs.

Groundwater was encountered at depths of 12.5, 21, and 16 feet bgs. However, the recorded depths are not considered the stabilized groundwater table, and are expected to vary several feet annually, depending upon rainfall amounts.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 11 miles west from the project site. However, like the entire San Francisco Bay Area, the project site is subject to strong ground shaking during an earthquake.

The project site is not located within a liquefaction potential zone as mapped by the U.S. Geological Survey.⁵⁰ Based on project site conditions, a quantitative liquefaction analysis was performed. The results of the analysis show that the soil encountered below the groundwater table (approximately 10 feet bgs) is relatively dense granular, stiff cohesive, or bedrock. Therefore, the potential for liquefaction or lateral spreading is very low. Similarly, the soil encountered above the groundwater table was either clayey or gravelly, and sufficiently dense to resist cyclic densification. Since the potential for liquefaction is low, the potential for other geologic hazards associated with liquefaction, such as lateral spreading, landslides, subsidence, or collapse, is low.

⁴⁹ Elevations reference San Francisco City Datum (SF Datum).

⁵⁰ *Susceptibility Map of the San Francisco Bay Area*, U.S. Geological Survey, 2005.

The geotechnical investigation provided recommendations for the proposed project's site preparation, grading, seismic design, and foundation design and recommends that the proposed East Building be located within the footprint of the existing warehouse and be supported on shallow spread footings bearing on alluvium or bedrock. The West Building and western portion of the East Building would need to be reinforced with rammed aggregate piers due to the fill and weak soil beneath those portions of the site. Additionally, the investigation recommends that during construction activities temporary slopes would be necessary during excavations deeper than five feet, and underpinning of adjacent structures during construction may be necessary. The deep support system would be intended to reduce potential liquefaction, differential settlement, and compressibility.

The site analysis concluded that during project excavation, there is a potential for encountering serpentinite in the fill, and as a result, a soil management plan, a health and safety plan, and air quality control measures would likely need to be prepared and implemented (these issues will be further discussed in the Hazards and Hazardous Material Section of EIR). Similarly, corrosivity testing was performed on site soils and samples showed "moderately corrosive" and "corrosive," soils; therefore, any buried iron, steel, cast iron, galvanized steel and dielectric-coated steel or iron should be properly protected before installed on the site.

The project site is covered by impervious surfaces; therefore, implementation of the proposed project would not result in soil erosion or the loss of topsoil. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems, and there is no topography or unique geologic or physical features on the project site that could be altered by implementation of the proposed project.

Based on the above-noted recommendations, the geotechnical investigation concluded that the project would not cause significant geology and soil impacts. The proposed project would follow the recommendations of the geotechnical investigation by incorporating the recommendations into the final building design, including the use of spread footings bearing on native alluvium or bedrock for the eastern part of the East Building, and spread footings bearing on ground improved with rammed aggregate piers for the West Building and western part of the East Building, subject to the building permit review process.

Additionally, the final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. DBI will review the geotechnical report and building plans for the proposed project to determine the adequacy of the proposed engineering and design features and to ensure compliance with all applicable San Francisco Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by DBI during its review of building permits for the site. In addition, DBI could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils or geology.

For these reasons, the proposed project would not result in significant individual or cumulative impacts that were not identified in the *Eastern Neighborhoods FEIR* related to geology and soils.

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

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
15. HYDROLOGY AND WATER QUALITY—Would the project:						
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The existing project site is currently developed with three separate one- and two- story structures and associated surface parking and pavements. The proposed project would construct two new buildings on the project site. Groundwater is relatively shallow throughout the project site at a minimum depth of approximately 12.5 feet bgs. The proposed project's excavation has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge would be required to contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Although dewatering could be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sedimentation from entering the City's combined stormwater/sewer system.

The proposed project would be constructed in compliance with all applicable federal, state and local regulations governing water quality and discharges to surface and ground water bodies. The proposed project would not increase the amount of impervious surface area on the project site, which is currently completely covered in impervious surface materials including buildings and pavements. Rather, it would increase permeable surfaces over existing conditions through the introduction of new partially permeable open space areas, such as the mid-block pedestrian green space and the on-grade courtyard in the West

Building. The proposed project would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The permit applicant shall refer to PUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the sponsor for the proposed project would coordinate a review with SFPUC in order to determine if the project would result in ground-level flooding during storms and would incorporate any required design measures, as applicable. Measures may include, but are not limited to, location of finished floor areas above the current grade in flood-prone areas, and realignment of driveway locations. As required, the project sponsor coordinated with SFPUC in order to determine if the project would result in ground-level flooding during storms. SFPUC determined that ground-level flooding could occur and the units facing the mid-block pedestrian pathway may need to be raised to accommodate potential flooding.⁵¹ With incorporation of these design measures, the project would result in less-than-significant impact on wastewater systems.

⁵¹ Email Correspondence from Cliff Wong, San Francisco Department of Public Works to Michael Kuykendall, April 14, 2014. A copy of this correspondence is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 20121398E.

For the above reasons, the proposed project would not result in significant individual or cumulative impacts related to hydrology and water quality that were not identified in the *Eastern Neighborhoods FEIR*.

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16. HAZARDS AND HAZARDOUS MATERIALS—Would the project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project has the potential to result in a significant hazards and hazardous materials impact due to the required site remediation and hazardous materials cleanup that would be conducted as part of the proposed project. Accordingly, this topic will be further analyzed and included in the EIR.

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

The *Eastern Neighborhoods FEIR* determined that implementation of *Eastern Neighborhoods Plan* would facilitate the construction of new residential units and commercial buildings. Development of these uses would not result in the use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current State and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. The project area does not include any routinely extracted natural resources and the proposed rezoning would not include or result in any natural resource extraction program. For these reasons, the *Eastern Neighborhoods FEIR* concluded that implementation of the plan would not result in a wasteful use of energy, and result in a less-than-significant impact related to mineral and energy resources. No mitigation measures were identified in the FEIR. The proposed project is within the projected development under the area plan and no aspects of the project would result in increased demand beyond those analyzed in the FEIR.

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<p>18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.—Would the project:</p>						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

All of San Francisco is identified by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Urban and Built-up Land."⁵² In addition, no part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland.⁵³ Therefore, the *Eastern Neighborhoods FEIR* determined that implementation area plans would have no effect on agricultural resources. No mitigation measures were identified in the FEIR. The project site is zoned UMU and is not zoned for agricultural uses. The proposed project would demolish all existing buildings and associated pavements on the project site and construct new residential and commercial uses. There are no agricultural, forest, or timber resources on the project site. Therefore, the proposed project would not contribute to individual or cumulative impacts related to agricultural or forest resources that were not identified in the *Eastern Neighborhoods FEIR*.

⁵² California Department of Conservation Farmland Mapping and Monitoring Program, 2012. Website: maps.conservation.ca.gov/ciff/ciff.html, accessed January 27, 2014.

⁵³ Public Resources Code §4789.2.

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

The *Eastern Neighborhoods FEIR* identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Mitigation measures reduced all impacts to less than significant, with the exception of those related to land use (cumulative impacts on PDR use), transportation (traffic impacts at nine intersections, and transit impacts on seven MUNI lines), cultural (demolition of historical resources), and shadow (impacts on parks).

The proposed project would demolish 74,696 square feet of existing warehouse, office and commercial use, and construct two 40-foot-tall, four-story, mixed use buildings with associated infrastructure, including a 40- to 70-foot-wide mid-block pedestrian pathway. The proposed use would include approximately 320 dwelling units and 10,000 square feet of commercial use. As discussed in the checklist responses above, development of the proposed project would not: 1) substantially reduce the habitat of a fish or wildlife species; 2) cause a fish or wildlife species population to drop below self-sustaining levels; 3) threaten to eliminate a plant or animal community; 4) reduce the number or restrict the range of a rare or endangered plant or animal; or 5) eliminate important examples of the major periods of California history or prehistory.

However, potentially significant impacts related to transportation and circulation, shadow, and hazards and hazardous materials could occur with implementation of the proposed project. These impacts, as well as any cumulatively considerable impacts that may result from the proposed project, will be evaluated in the EIR that will be prepared for the proposed project.

MITIGATION MEASURES

The following mitigation measures from the *Eastern Neighborhoods FEIR* are applicable to the proposed project and have or will be incorporated into the proposed project. The project sponsor has agreed to implement these mitigation measures as part of the proposed project at 1601 Mariposa Street:

Project Mitigation Measure 1: Archeological Testing (Mitigation Measure J-2 from the Eastern Neighborhoods EIR)

This measure would apply to those properties within the project area for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA (CEQA Guidelines § 15064.5(a)(1)(3) and (c)(1)(2)),⁴ with the exception of those properties within Archeological Mitigation Zone B as shown in Figure 29 in Chapter IV, for which Mitigation Measure J-3, is applicable). That is, this measure would apply to the entirety of the study area outside of Archeological Mitigation Zones A and B.

For projects proposed outside Archeological Mitigation Zones A and B, a Preliminary Archeological Sensitivity Study must be prepared by an archeological consultant with expertise in California prehistoric and urban historical archeology. The Sensitivity Study should contain the following:

1. Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;
2. Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing in the CRHR;
3. Determine if 19th or 20th century soils-disturbing activities may adversely affected the identified potential archeological resources;
4. Assess potential project effects in relation to the depth of any identified potential archeological resource;
5. Conclusion: assessment of whether any CRHP-eligible archeological resources could be adversely affected by the proposed project and recommendation as to appropriate further action.

Based on the Sensitivity Study, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design/Treatment Plan (ARD/TP) shall be required to more definitively identify the potential for CRHP-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less than significant level. The scope of the ARD/TP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation for purposes of compliance with CEQA, in Preservation Planning Bulletin No. 5). Based upon the sensitivity study conducted for the project, it was determined that archeological testing would be required for the proposed project.

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 archaeologist 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).

Consultation with Descendant Communities: On discovery of an archeological site⁵⁴ associated with descendant Native Americans or the Overseas Chinese an appropriate representative⁵⁵ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to 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.

⁵⁴ The term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

⁵⁵ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

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.

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. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

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

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains 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, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Project Mitigation Measure 2: Construction Noise (Mitigation Measure F-2 from the Eastern Neighborhoods EIR, as modified)

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

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, such as the Live Oak School.
3. Utilize noise control blankets on the building structure adjacent to Live Oak School – and possibly other 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, 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 and expected loud activities.
6. 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).
7. 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.
8. Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) shall be required to prepare the entire site. However, the developer will endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.
9. The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools.

Project Mitigation Measure 3: Siting of Noise-Sensitive Uses (Mitigation Measure F-4 from the Eastern Neighborhoods EIR)

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. Pursuant to this measure, Charles M. Salter Associates conducted an *Environmental Noise Assessment*⁵⁶ that included the continuous collection of noise data for 48 hours on weekdays at four locations around the project site. Noise levels from 64 to 74 dB L_{dn} were measured around the project site. Noise-generating uses within the vicinity of the site include Anchor Brewing Company, International Studies Academy, Jackson Playground, Live Oak School, and various restaurants along 18th Street. To meet the 45 dB L_{dn} criterion called out in the building code (Title 24), the proposed project would be required to install windows with noise reduction ratings of up to STC 38. The windows could be operable, but would need to be in the closed position to meet the indoor noise standard. Therefore, these units would require a ventilation or air-conditioning system that does not compromise the sound attenuation of the exterior façade. However, units facing the interior courtyards are exposed to noise levels no greater than 60 dB L_{dn} and windows in these units do not need to be sound-rated and these units are not subject to the ventilation requirement.

Project Mitigation Measure 4: Open Space in Noisy Environments (Mitigation Measure F-6 from the Eastern Neighborhoods EIR)

To minimize effects on development in noisy areas, for new development including noise sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

⁵⁶ Charles M. Salter Associates, Inc., *1601 Mariposa Residences, San Francisco, CA, Eastern Neighborhoods Plan Environmental Noise Assessment*. April 28, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

DETERMINATION

On the basis of this review, it can be determined that:

- The proposed project qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and MITIGATED NEGATIVE DECLARATION is required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An ENVIRONMENTAL IMPACT REPORT is required, analyzing the effects that remain to be addressed.

Date

May 13, 2014

Sarah B. Jones

Environmental Review Officer

J. Wise for