



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.: 2012.1574E
Project Address: 650 Indiana Street
BPS Nos.: Not applicable
Zoning: Urban Mixed Use (UMU) Zoning District
58-X Height and Bulk District
Block/Lot: 4041/009
Lot Size: 26,600 square feet
Project Sponsor: Michael Yarne, Build, Inc. – (415) 551-7612
Staff Contact: Tania Sheyner – (415) 575-9127
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PROJECT DESCRIPTION

The proposed project would include demolition of all existing structures on the project site and construction of an approximately 97,000-gross-square-foot (gsf) development, consisting of 94,500 gsf of residential uses (for a total of 111 residential units) and approximately 1,900 gsf of ground-floor neighborhood-serving retail uses, as well as approximately 11,700 sf of open space and an approximately 23,400 gsf semi-subterranean parking garage and conversion of the existing terminus of 19th Street to a public plaza.

[Project Description continued on next page]

EXEMPT STATUS

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

DETERMINATION

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

Sarah B. Jones, Environmental Review Officer

March 28, 2014
Date

c: Michael Yarne, Project Sponsor; Supervisor Malia Cohen, District 10; Diego Sanchez, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (CONTINUED)

Project Location

The project site (Assessor's Block 4041, Lot 009) is located in the Dogpatch neighborhood of San Francisco, within the Central Waterfront area of the Eastern Neighborhoods Plans Area. It is located on the northwest corner of the intersection of Indiana and 19th Streets, on the block bounded by the elevated 18th Street overpass to the north, Indiana Street to the east, 19th Street to the south, and Interstate 280 (I-280) to the west. The project parcel is approximately 26,600 square feet (sf), with approximately 350 feet of primary frontage along Indiana Street and approximately 80 feet of primary frontage along 19th Street.

The project site is currently occupied by several structures. The southern portion of the site contains a 14,810 sf, approximately 20-foot-tall warehouse built in 1978. The warehouse is divided into three uses: the smallest space is used as a sound studio, the second largest space is used as a storage and staging area by Greenpeace, and the third and largest area is used as a nightclub (Café Cocomo). The nightclub also includes an adjacent interior courtyard with various ancillary wood framed/metal corrugated roofed structures that are utilized as bars and seating areas. The remaining approximately 15,000 sf northern portion of the site is primarily vacant and used as an informal parking and storage space by the site's tenants. The project site is within the Urban Mixed Use (UMU) Zoning District and 58-X Height and Bulk District. Adjacent uses include a heavy construction equipment rental company (Cresco) immediately south across 19th Street, a Department of Recreation and Parks-owned public park (Esprit Park) located to the southeast across the intersection of 19th and Indiana Streets, a UCSF administrative building located directly across Indiana Street, and a small, two-story warehouse directly to the north of the project site that is occupied by a general contracting business. Figure 1, Project Location, p. 3, shows the regional and local location of the site.

Project Characteristics

Residential and Retail Uses

The proposed project would be constructed within two architecturally distinct, approximately 58-foot-tall, five-story buildings (the "O" Building at approximately 46,600 sf and the "M" Building at approximately 50,600 sf), which would be separated by a shared approximately 1,800 sf common mid-block alley/bike plaza, over a single-level, approximately 23,400 sf semi-subterranean parking garage. The proposed residential units would include 35 studio units, 31 one-bedroom units, 41 two-bedroom units, and four three-bedroom units, ranging in size from approximately 450 sf for a studio to approximately 1,100 sf for a three-bedroom unit. The proposed ground floor retail uses would include approximately 1,700 sf corner retail space at 19th and Indiana Streets and a 200 sf bike repair shop located adjacent to the mid-block alley in the Building "M." Proposed open space would include an 1,800 sf mid-block alley and bike plaza, and approximately 9,900 sf of private open space



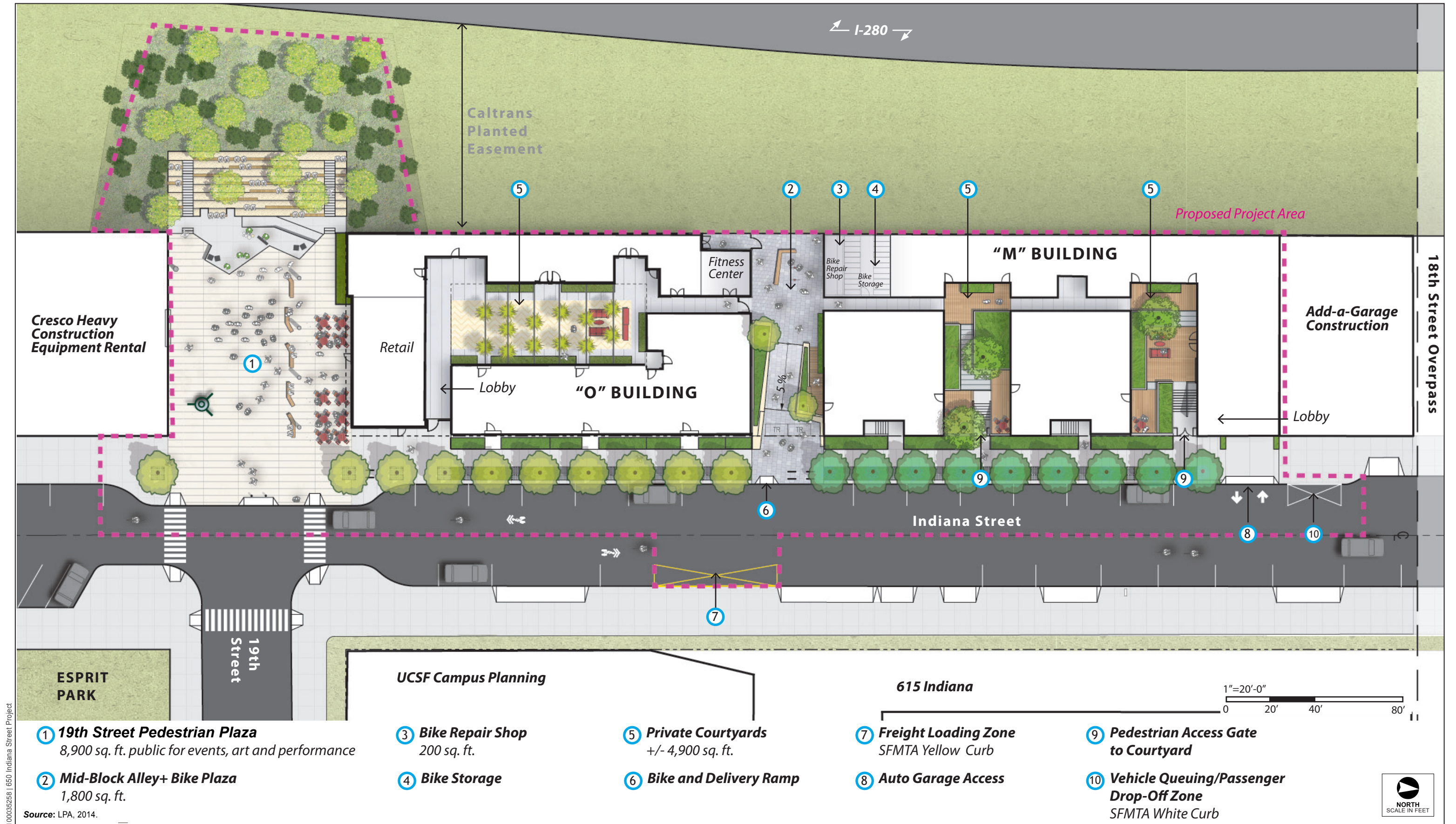
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in the form of private courtyards and roof decks. Figure 2, Proposed Site Plan, p. 5, shows the location of these proposed uses, along with the locations of the setbacks and access points for both of the proposed buildings. Proposed project elevations are shown in Figure 3, South and East Elevations, p. 7, and Figure 4, North and West Elevations, p. 8, while proposed floor plans are shown in the Figure 5, Garage Plan, through Figure 9, "M" Building Typical Upper Level Plan, on pp. 9 through 14. The finish materials for the "O" Building would consist mainly of aluminum and glass storefront systems. The finishes on the "M" Building would consist of three main materials at the street level: board formed concrete foundation and retaining walls, aluminum and glass windows, and corten steel cladding. The proposed project foundations would be concrete perimeter foundations to bedrock. No pile driving would be required. Project construction would involve approximately 10,150 cubic yards of dirt and bedrock excavation, with an average excavation depth of 10.5 feet below ground surface (bgs). No back-up generator would be required or is proposed by the project.

The proposed project would provide multiple pedestrian access points. Primary pedestrian access to the "O" Building dwelling units would be from Indiana Street, approximately 30 feet north of 19th Street. The main entrance for the "M" Building dwelling units would also be from Indiana Street, approximately 30 feet south of the northern property line. In addition, the "M" Building would have two courtyards accessible from Indiana Street providing pedestrian access points for the building as a whole. As depicted in Figure 6, "O" Building Ground Floor Plan, p. 11, and Figure 8, "M" Building Ground Floor Plan, p. 13, the midblock alley/plaza would also provide secondary pedestrian access for both buildings.

Pedestrian access to the proposed ground-floor retail space in the "O" Building would be provided from both Indiana and 19th Streets. In addition to doorway entries and exits, the glass storefronts would include large bi-folding doors which would open up the retail space to the street. As noted above, a 200 gsf bike repair kiosk would be located at ground level in the "M" Building and would be accessible via the mid-block alley/bike plaza.

As shown in Figure 2, Proposed Site Plan, p. 5, the proposed project would include only one vehicular access point and associated curb cut, which would lead to the underground parking garage. This curb cut and entrance would be at the northern edge of the frontage along Indiana Street, between the "M" Building tenant entrance and the northern property line.



Source: LPA, 2014.



Figure 3
South and East Elevations

Source: LPA, 2014.

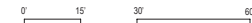
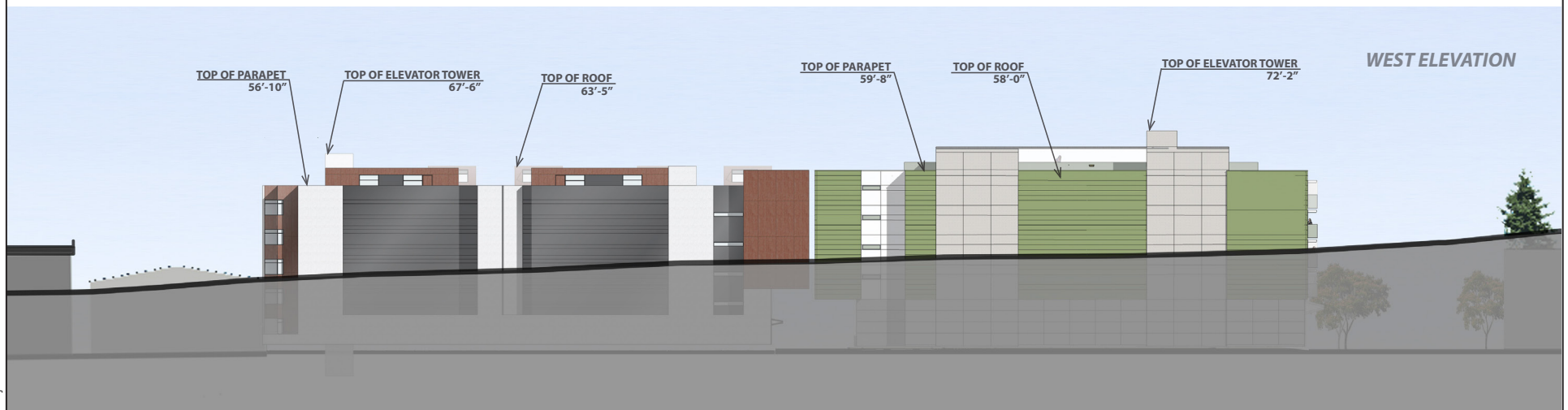
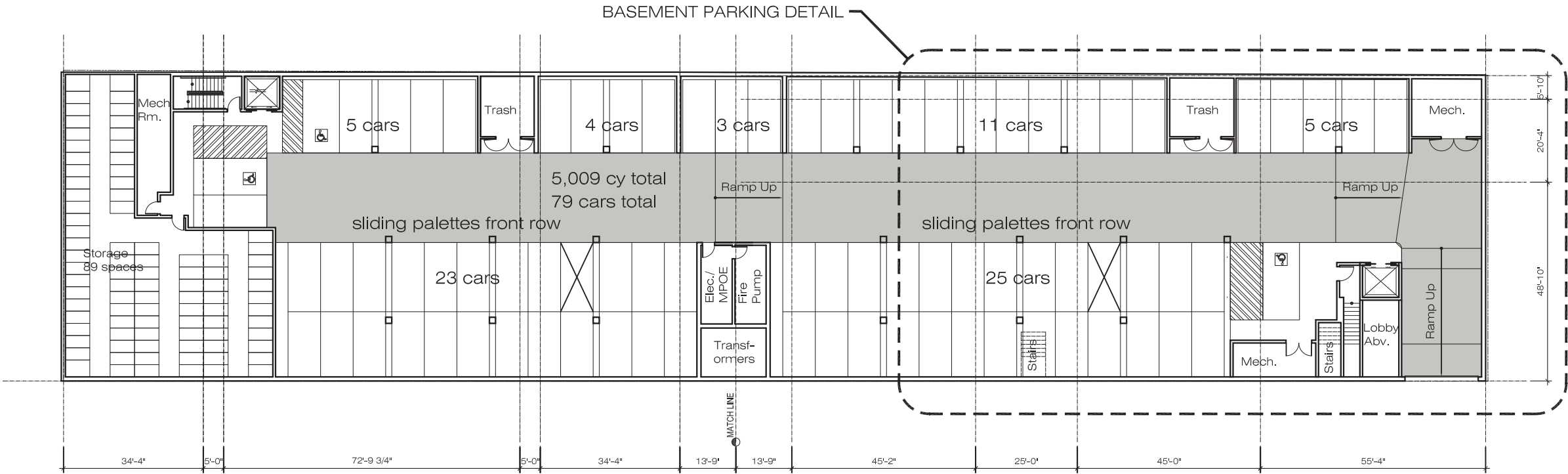
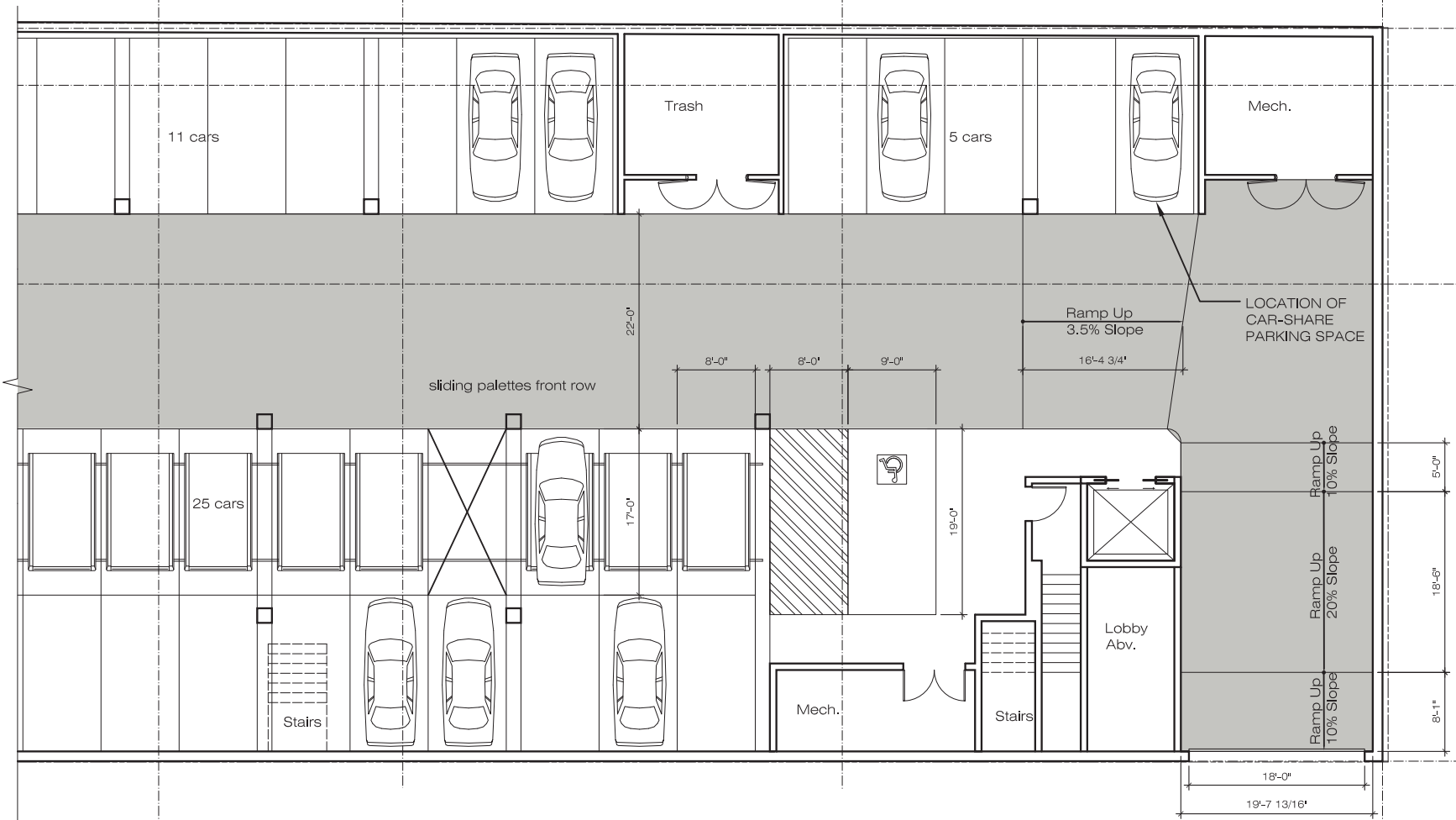


Figure 4
North and West Elevations

Garage Plan



Enlarged Plan



0' 20' 40' 80'

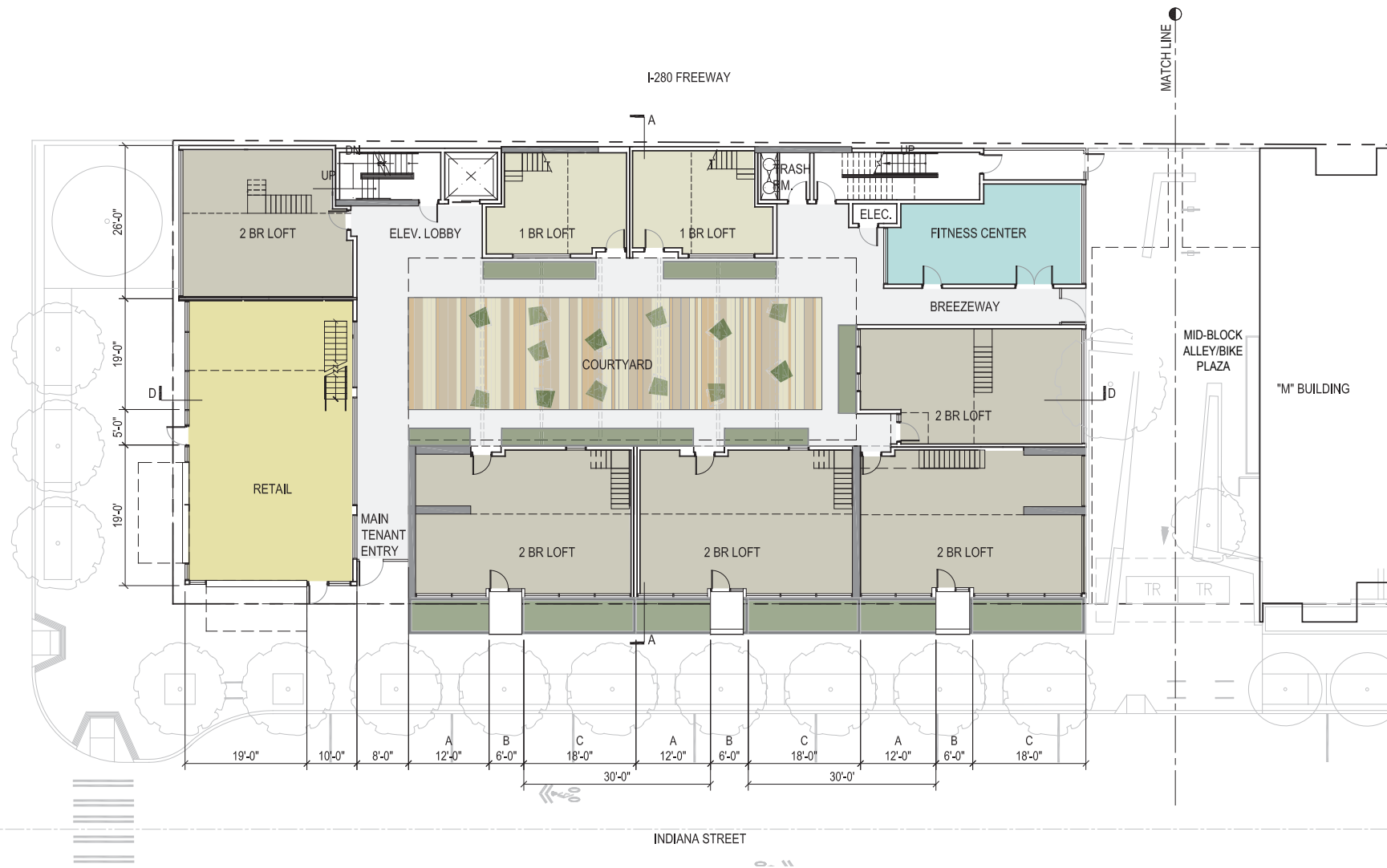
0' 8' 16' 32'



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Source: LPA, 2014.

Source: LPA, 2014.



0' 8' 16' 32'



Figure 6
"O" Building Ground Floor Plan

Source: LPA, 2014.

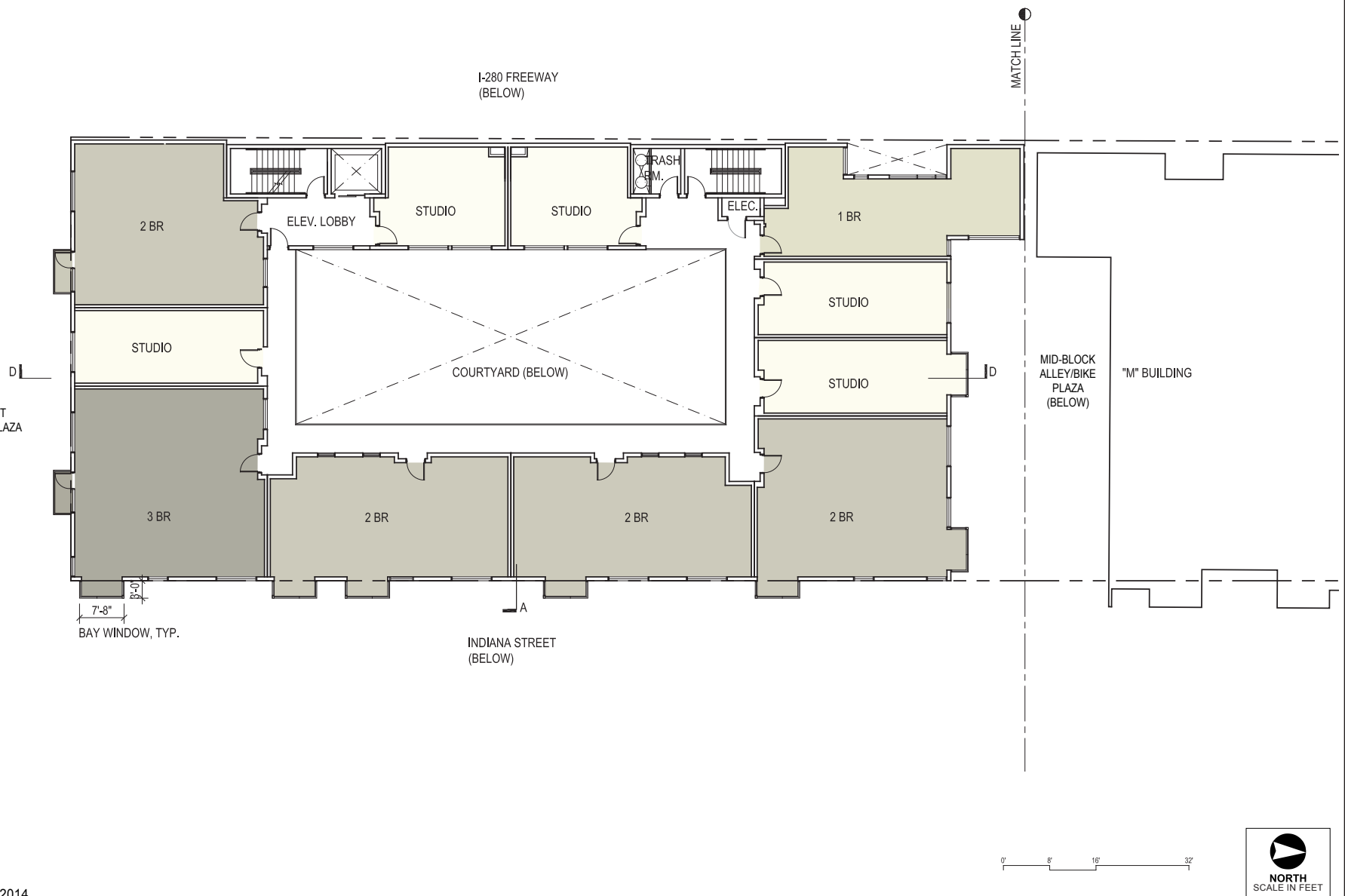


Figure 7
“O” Building Typical Upper Level Plan

Source: LPA, 2014.



Figure 8
"M" Building Ground Floor Plan

Source: LPA, 2014.

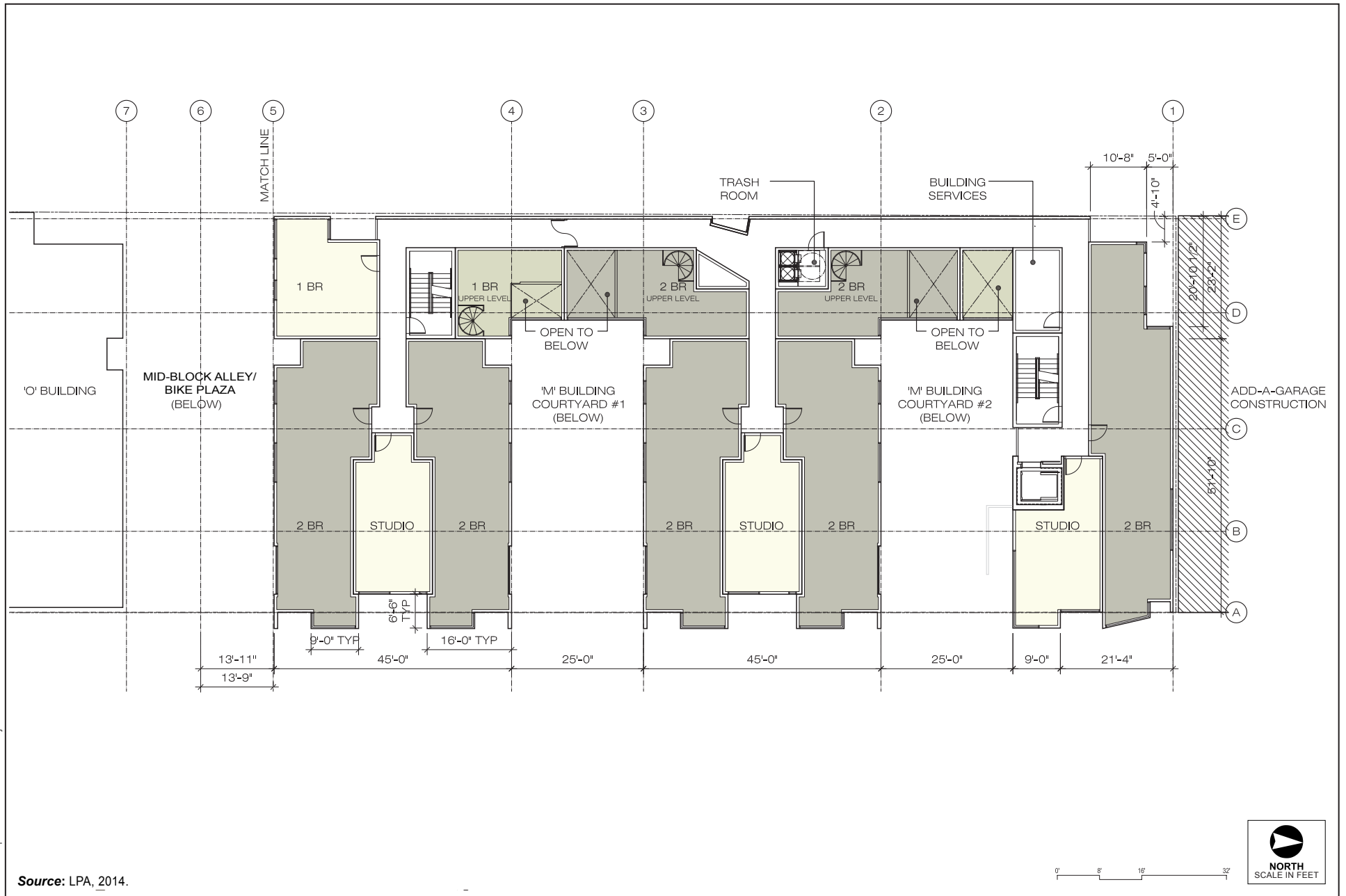


Figure 9
"M" Building Typical Upper Level Plan

Parking and Loading

As shown in Figure 5, Garage Plan, p. 9, the proposed parking garage would contain residential vehicle and bicycle parking, as well as building services and storage space and would be shared by the two buildings. The garage would include 79 vehicle parking spaces, including three ADA spaces and one residential car-share space. The proposed project would also include 111 Class 1¹ bicycle spaces, with 82 bicycle spaces in the parking garage, 14 bicycle spaces on the ground level next to the midblock alley/bike plaza, 3 bicycle spaces on the ground level next to the corridor between the “M” Building courtyards, and 12 spaces on the ground level behind the northern lobby in the “M” Building. Eight Class 2² bicycle spaces would be provided within the public sidewalk areas near the lobby and retail areas. At its highest point, the semi-subterranean garage would extend approximately five feet above ground level.

On-street freight loading is proposed on the east side of Indiana Street generally across from the midblock alley/courtyard. The proposed yellow zone would be approximately 46 feet long and would be subject to San Francisco Municipal Transportation Agency (SFMTA) approval, which would include a public hearing to consider the request. The project would not include the provision of any off-street loading spaces. The project sponsor also has permission from the adjoining property owner on the north side of the project site to provide a 25-foot-long white curb vehicle queuing/passenger loading zone on the north side of the garage driveway in front of 600 Indiana Street. This proposed white zone also would be subject SFMTA approval, and would include a public hearing to consider the request.

Open Space and Vegetation

The proposed project would provide a total of approximately 11,700 sf of open space, including an approximately 1,800 sf publicly accessible mid-block alley and bike plaza and approximately 9,900 sf of private roof decks and ground-floor courtyards. The mid-block alley/plaza would be publicly accessible, but would not connect to the adjoining public right-of-way to the west, since it would terminate at the fenced and landscaped embankment managed by the California Department of Transportation (Caltrans), which rises up to the I-280 expressway (see Figure 2, Proposed Site Plan, p. 5). Approximately 1,600 sf of this space would be open to the sky, while an approximately 200 sf portion at its western-most end (immediately adjacent to the Caltrans embankment) would be covered by the two proposed buildings, which would cantilever 18 feet above the courtyard. The two adjacent buildings, which would be 30 inches apart, would enclose a portion of this open space to visually and acoustically shield it from the traffic on the adjacent I-280 freeway.

¹ Class 1 bicycle facilities protect the entire bicycle, its components, and its accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include (1) lockers, (2) check-in facilities, (3) monitored parking, (4) restricted access parking, and (5) personal storage.

² Class 2 bicycle spaces are open-access standard bike racks that allow users to tether bikes.

Sixteen existing street trees along the Indiana Street frontage would be removed as part of project implementation. None of these trees are considered to be “significant” trees.³ No existing trees along 19th Street would be removed. As part of the proposed project, 23 new trees would be planted. Twenty-one of those trees would be planted along the Indiana Street frontage and two new trees would be planted within the project site’s interior. Vegetation proposed as part of the project would include native and drought-tolerant species that would meet SFPUC requirements for storm water treatment.

Streetscape Improvements

To meet the requirements of the *Better Streets Plan* (BSP) regarding the streetscape and pedestrian elements of the project, approximately 5,800 sf of public right-of-way is proposed for streetscape improvements, including the following:

- Provision of a 19-foot sidewalk width adjacent to the project site, including a seven-foot throughway, a five-foot frontage zone, a five-foot furnishing zone, and a two-foot edge zone. The furnishing zone would be planted with trees as shown in the site plan on Figure 2, Proposed Site Plan, p. 5.
- Conversion of on-street parking in front of the project along the west side of side of Indiana Street from perpendicular to parallel parking. Figure 2, Proposed Site Plan, also shows the proposed parking configuration.

As a result of the proposed project’s reconfiguration of parking on the west side of the street from perpendicular parking to parallel parking, and the addition of a loading zone on the east side of the street, the project would displace 19 on-street parking spaces in front of the site. Of these 19 spaces, 16 spaces would be lost due to parallel parking conversion, one would be lost due to the bulbout on 19th and Indiana Streets (described below), and two would be lost due to the placement of the proposed loading zone across the street from the project site. The parking reconfiguration would provide more sidewalk space by restricting parking to an 8-foot lane per the BSP.

19th Street Pedestrian Plaza

The project would convert the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new publicly owned plaza (19th Street Pedestrian Plaza). The southern portion of the project would be designed to facilitate interaction between the pedestrian plaza and the proposed retail space in the “O” Building, which would be programmed to support local community activities on the plaza. The plaza would be intended to serve as an extension of Esprit Park, located immediately across the street from the proposed plaza area.

³ As defined in *San Francisco Public Works Code* Article 16, significant trees are located on private property, but within 10 feet of the public right-of-way and also meet any one of the following size requirements: 20 feet or greater in height; 15 feet or greater canopy width; or 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

The plaza would include up to two street trees along the eastern edge on Indiana Street, in addition to a variety of pedestrian benches. Outside seating and tables associated with the corner retail space (envisioned as a café) would be located in the northern-most portion of the plaza. A community event stage/pavilion would be located on the west side of the plaza, to be used as a gathering space for local neighborhood events. The project sponsor is working with Caltrans to provide 5,700 sf of landscaping improvements and a location for temporary rotating art installations on the I-280 embankment located directly to the west of the plaza. The plaza component of the proposed project would include excavation at a depth of up to 18 inches bgs. Limited ground disturbance would also be required for landscaping along the I-280 embankment.

The proposed plaza would extend the proposed sidewalk in front of a portion of the 650 Indiana Street property into a bulbout reaching across the former entrance of the terminus of the 19th Street public right-of-way. The bulbout is intended to improve the pedestrian functionality of the intersection by reducing the width of Indiana Street that pedestrians must cross.

A 12-foot-wide curb cut would be provided near the center of the Indiana Street curb edge of the raised plaza surface to allow (1) limited vehicular access to the existing garage entrance on 19th Street to the Cresco Equipment Rental Warehouse at 700 Indiana Street, (2) installation and removal of art installations in the proposed new plaza, and (3) emergency vehicle access. With the exception of these limited vehicular uses, vehicle access to the plaza would otherwise be prohibited at all times. The restricted vehicular access would be enforced by removable bollards posted at the entrance of the proposed curb cut. Upon installation of the bollards, first responders would be provided with a key to the locked bollards to permit emergency vehicle access.

The project sponsor is seeking to fund the 19th Street Pedestrian Plaza project component by entering into an in-kind impact fee agreement. In the event that the plaza improvements cannot be funded through such an agreement, the 19th Street right-of-way would instead be improved per the requirements of the BSP. Such improvements would include the addition of a new approximately 24-foot-wide sidewalk, with at least three conventional street trees planted within the standard 4.5-foot landscaping zone lining the edge of the street. A bulb-out would be added at the corner of 19th and Indiana Streets, as well as a single 23-foot by 23-foot planter with a large specimen tree at the terminus of 19th Street and the adjoining Caltrans embankment. The 24-foot-wide sidewalk would be large enough to accommodate tables and chairs associated with the proposed retail space in Building "O."

Energy and Water Savings Systems

To ensure compliance with the San Francisco Green Building Ordinance, energy and water savings systems would be incorporated into the project. Such systems would be determined as part of final building design, and may include one or more of the following: high efficiency toilets; high efficiency or non-water urinals at all applicable nonresidential bathrooms; high efficiency showerheads; whole house fans at upper penthouse units; compliance with appropriate ventilation

standards; a solar hot water system preheat for domestic hot water as required to achieve 15 percent better than California Energy Commission Title 24⁴ requirements; and high efficiency boilers as required to achieve 15 percent better than Title 24 requirements.

Project Construction

Construction phases would consist of demolition, below-grade construction, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is expected to commence in mid-2014, and would span about 21 months. Construction activities associated with the proposed 19th Street Pedestrian Plaza would begin approximately 15 months into construction of the overall project, and would be completed approximately three months after construction of the proposed 650 Indiana Street structures. It is anticipated that project construction would require between two and five construction truck trips per day, with the greatest number occurring during the excavation and shoring phases. Construction equipment would likely include delivery trucks, high reach equipment, forklifts, concrete trucks, excavators, tractors, generators, pumps, and pneumatic tools.

Project Approvals

The proposed project would require the following approvals: Large Project Authorization (LPA) per *Planning Code* Section 329 (Planning Commission), approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (San Francisco Department of Public Works and San Francisco Municipal Transportation Agency), encroachment permit for improvements to the I-280 embankment (California Department of Transportation), *Planning Code* Section 295 recommendation concerning the potential shadow on Esprit Park that would be cast by the proposed building (San Francisco Recreation and Parks Commission), *Planning Code* Section 295 approval concerning the potential shadow on Esprit Park that would be cast by the proposed building (San Francisco Planning Commission), and approval of demolition and building permits (San Francisco Department of Building Inspection).

Approval Action: The approval of the LPA by the San Francisco Planning Commission is the Approval Action for the whole of the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS

The State's CEQA Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community

⁴ *California Code of Regulations* Title 24, known as the *California Building Standards Code* or just "Title 24," contains the regulations that govern the construction of buildings in California.

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 significant new or more severe environmental effects particular to the project or its site such that they were not identified in the applicable EIR. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (1) are peculiar to the project or parcel on which the project would be located; (2) 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; (3) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR; and (4) are previously identified in the underlying 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.

This Certificate of Determination (determination) evaluates the topics for which a significant impact is identified in the final programmatic EIR, *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (Eastern Neighborhoods FEIR – Case No. 2004.0160E; State Clearinghouse No. 2005032048) (Eastern Neighborhoods FEIR or FEIR) and evaluates whether the proposed project at 650 Indiana Street would result in impacts that would contribute to the impacts identified in the FEIR. Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the determination under each topic area. The Community Plan Exemption Checklist (Appendix A) identifies the potential environmental impacts of the proposed project and indicates whether such impacts are addressed in the Eastern Neighborhoods FEIR.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new significant environmental effects not identified in the Eastern Neighborhoods FEIR, or effects of substantially greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR. This determination does not identify new or additional information that would alter the conclusions of the Eastern Neighborhoods FEIR. This determination also identifies mitigation measures contained in the FEIR that would be applicable to the proposed project at 650 Indiana Street. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods FEIR is included below, as well as an evaluation of the potential environmental effects of the proposed project.

BACKGROUND

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Plan was adopted in December 2008. The Eastern Neighborhood Plan was adopted in part to support office and 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, including the project site at 650 Indiana Street.

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 FEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.⁵

A major issue in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for 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.

The Eastern Neighborhoods FEIR included analyses of environmental issues including land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archaeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued Initial Study for the Eastern Neighborhoods project.

As a result of the adoption of the Eastern Neighborhoods Plans, the project site has been rezoned to Urban Mixed Use (UMU). The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further on p. 21, Land Use. The 650 Indiana Street project site, which is located in the Central Waterfront Area of the Eastern Neighborhoods, was designated and envisioned as a site with a building up to 58 feet in height and containing a mix of uses. The proposed project is in conformance with the height, use, and density for the site described in the Eastern Neighborhoods FEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods area. Thus, this determination concludes that the proposed project at 650 Indiana Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods FEIR.

Several other projects located within the project vicinity were also included in the growth forecast of the Eastern Neighborhoods Plans and, thus, analyzed in the Eastern Neighborhoods FEIR. Applications for these projects have been filed with the Planning Department and all of them are currently undergoing environmental review. Cumulative effects associated with these projects, in combination with environmental impacts associated with the 650 Indiana Street project, were considered in the Eastern Neighborhoods FEIR. These projects include the following:

⁵ San Francisco Planning Commission Motion 17659 (August 7, 2008), <http://www.sfgov.org/site/>.

- **800 Indiana:** Demolition of the existing Opera Warehouse and construction of a new six-building, 340-unit multi-family development, including a 294-space semi-subterranean parking garage;
- **777 Tennessee:** Demolition of an existing two-story light industrial building and construction of a new 59-unit multi-family building over below grade parking which would contain 49 off-street parking spaces;
- **815 Tennessee:** Demolition of the two-story 815–825 Tennessee buildings, retaining the brick facade on the corner of Tennessee and 19th Streets (listed as a known historic resource in the Central Waterfront Survey) and construction of a new six-story (58-foot) 88-dwelling-unit apartment building with a subterranean garage providing 58 off-street parking spaces;
- **888 Tennessee:** Demolition of an existing two-story building and construction of two four-story residential-over-retail buildings containing 110 dwelling units, 2,155 sf of retail space, 10,073 sf of courtyard open space, and a 35,752 sf below-grade parking garage with 93 off-street parking spaces; and
- **901 Tennessee:** Demolition of an existing one-story warehouse and construction of a new four-story, 39-unit residential building over basement-level parking containing 30 off-street parking spaces.

The following discussion demonstrates that the proposed 650 Indiana Street project would not result in significant impacts that were not identified or a more severe adverse impact than discussed in the Eastern Neighborhoods FEIR, including project-specific impacts.

POTENTIAL ENVIRONMENTAL EFFECTS

Land Use and Land Use Planning

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the city's industrially zoned land. The main goals that guided the planning process were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. The Eastern Neighborhoods Rezoning and Area Plans permitted housing development in some areas currently zoned for industrial use while protecting an adequate supply of land and buildings for production, distribution, and repair (PDR) employment and businesses. 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 Option would result in a significant and unavoidable impact on land use due to the cumulative loss of PDR use in the Area Plan. 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 650 Indiana Street project site is not located in Western SoMa; therefore this mitigation measure is not applicable.

According to the Eastern Neighborhoods FEIR, the Dogpatch neighborhood (which includes the proposed project site) contains a mix of zoning districts, including Urban Mixed-Use (UMU), Heavy Commercial (C-M), General Production, Distribution, and Repair (PDR-1-G), Public (P), and Small Scale Neighborhood Commercial Transit District (NCT-2). As noted, the project site is in the UMU use district. The UMU use district allows a wide variety of uses, including retail and housing, and to act as a buffer between residential and PDR uses. Allowed uses within the UMU District include PDR uses such as light manufacturing, home and business services, arts activities, warehouses, and wholesaling. Additional permitted uses include retail, educational facilities, nighttime entertainment, and motor vehicle services (e.g., automobile sale or rental). The proposed project would intensify uses on the project site by constructing a larger building than the existing structures. However, the new land uses would not have an effect on the character of the vicinity beyond what was identified in the Eastern Neighborhoods FEIR.

As noted above, the Eastern Neighborhoods FEIR determined that the cumulative loss of PDR uses in the Plan Area would result in a significant and unavoidable land use impact. Development of the proposed project would involve removal of existing buildings, one of which contains a sound studio, which is considered a PDR use. Because the proposed project would remove an existing PDR use and would preclude future PDR uses from being developed throughout the entire project site, the project could contribute to the significant and unavoidable impact identified in the Eastern Neighborhoods FEIR.

However, the Eastern Neighborhoods FEIR also determined that the majority of the Central Waterfront plan area would retain PDR uses with the implementation of the Eastern Neighborhoods

Area Plan, and that, there would be a net increase in floor area devoted to PDR uses under the rezoning. While the proposed change in use from PDR to residential and retail uses would contribute to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods FEIR, it would not increase the severity of this impact or result in any other significant cumulative land use impacts not identified in that FEIR.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project would be consistent with the development density of the Mission Street NCT District Zoning and satisfy the requirements of the General Plan and the Planning Code.^{6,7}

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to land use and land use planning, either individually or cumulatively.

Cultural Resources

Archaeological Resources

The Eastern Neighborhoods FEIR identified potential archaeological impacts related to the Eastern Neighborhoods program and identified three archaeological mitigation measures that would reduce impacts to archaeological resources to less than significant. Eastern Neighborhoods FEIR Mitigation Measure J-1 applies to properties for which a final archaeological 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 archaeological assessment report has been prepared or for which the archaeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archaeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archaeological District, requires that a specific archaeological testing program be conducted by a qualified archaeological consultant with expertise in California prehistoric and urban historical archaeology. No previous archaeological studies have been conducted for the project site, and the site is not located within the Mission Dolores Archaeological District; therefore, Eastern Neighborhoods FEIR Mitigation Measures J-1 and J-3 do not apply to the proposed project.

⁶ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 650 Indiana Street (November 13, 2013). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁷ Julian Banales, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 650 Indiana Street (February 25, 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Because no previous archeological studies have been prepared for the project site, Eastern Neighborhoods FEIR Mitigation Measure J-2 (properties with no previous studies) applies to the proposed project. Mitigation Measure J-2 requires preparation of a preliminary archeological sensitivity study to assess the potential for a proposed project to have a significant impact on archeological resources. Accordingly, the Planning Department's archeologist conducted an archeological assessment of the project site and the proposed project on June 6, 2013.⁸ The Planning Department's archeologist reviewed the project plans and the geotechnical investigation⁹ produced for the project. The geotechnical investigation included borings and soil sampling on the site. Based on the borings logs in the geotechnical report, bedrock is at one to four feet below the ground surface within the project site. Therefore, based on a review of site stratigraphy, specifically the presence of shallow bedrock, significant archeological resources are not anticipated within the project site.

Based on this assessment, the Planning Department's archeologist has determined that the project site has a low sensitivity for significant archeological resources, and that no CEQA-significant archeological resources would be expected to be affected by the proposed project. Therefore, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to archeological resources, either individually or cumulatively.

Historic Resources

The Eastern Neighborhoods FEIR anticipated that program implementation may result in demolition of buildings identified as historical resources, and 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. Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Area Plan, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission [HPC]). This mitigation measure is no longer relevant, because the Inner Mission North Historic Resource Survey was completed and adopted by the HPC on June 1, 2011. Mitigation Measures K-2 and K-3, which amended *Planning Code* Article 10 to reduce potential adverse effects to contributory structures within the South End Historic District (East SoMa) and the Dogpatch Historic District (Central Waterfront), do not apply to the proposed project because the project site is not located within the South End or Dogpatch Historic Districts.

⁸ Randall Dean, San Francisco Planning Department. *Archeological Review Log*.

⁹ Treadwell & Rollo, *Geotechnical Investigation 650 Indiana Street Project, San Francisco, CA* (February 8, 2013). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The subject buildings were constructed in 1978 and do not meet the minimum qualifications for listing in the national, state, or local registers due to age. Therefore, they are not historical resources for the purpose of this review. The proposed building is more than a block away from the Dogpatch Landmark District and the proposed height is within the general scale of the neighborhood. Therefore, there is no potential for offsite impacts to historical resources. For these reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to historic resources, either individually or cumulatively.

Transportation and Circulation

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

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the Eastern Neighborhoods FEIR, a Transportation Impact Study (TIS) was completed for the proposed project in January 2013.¹⁰ The results of this study are summarized below.

Trip Generation

Table 1, Person-Trip Generation Rates, presents the weekday daily and PM peak hour trip generation rates used for the analysis of the proposed project. Based on the San Francisco Planning Department's *Transportation Impact Analysis Guidelines SF Guidelines*, the addition of 111 dwelling units and approximately 1,900 gsf of retail uses would generate a total of 1,233 weekday daily person trips and 189 weekday PM peak hour person trips.

Table 1 Person-Trip Generation Rates					
<i>Land Use</i>	<i>Intensity</i>	<i>Daily Trip Rate</i>	<i>Weekday Daily Person-Trips</i>	<i>PM Peak Hour Percent of Daily</i>	<i>Weekday PM Peak Hour Person-Trips</i>
Residential:					
Studio/1-BR	66	7.5/unit	495	17.3%	85
2+ BR	45	10.0/unit	450	17.3%	78
Retail	1,917 gsf	150/1,000 gsf	288	9.0%	26
Total			1,233		189

SOURCE: Atkins (2014)

¹⁰ Atkins, *650 Indiana Street Project Transportation Impact Study* (January 24, 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The proposed conversion of the existing 19th Street right-of-way into a public plaza is not expected to generate daily person-trips, as the plaza would be pedestrian-oriented and expected to be neighborhood-serving and integrated with the adjacent retail use, for which trip generation is estimated above. No parking would be provided at the plaza, thus discouraging vehicular travel, and encouraging the use of alternate forms of transportation, such as walking and bicycling. Public events drawing larger numbers of users to the plaza would be infrequent and associated trip generation and traffic increases would be temporary in nature.

Traffic

The proposed project's vehicle trips would travel through the intersections in the project vicinity. As shown in Table 2, Intersection Operations With and Without Project Trips – Weekday PM Peak Hour, with the addition of the proposed project, all study intersections are projected to operate at an acceptable level of service (LOS)¹¹ except the intersections of Mariposa Street and Pennsylvania Avenue and Mariposa Street and the I-280 southbound on-ramp. These two unsignalized intersections were identified as operating at LOS F under Existing conditions. The addition of project trips would result in the same LOS, with projected delay increasing in proportion to the project-related increase in traffic. Signal warrant analyses¹² conducted for these intersections indicated that the intersection of Mariposa Street and Pennsylvania Avenue does not meet peak hour warrants for either the existing condition or the Existing plus Project condition, and that the intersection of Mariposa Street and I-280 SB on-ramp meets signal warrants for both Existing and Existing plus Project conditions.

Based on the signal warrant analysis for the intersection of Mariposa Street and I-280 southbound on-ramp, the project-related traffic contribution to the worst approach (eastbound Mariposa Street) at this intersection was calculated. The proposed project would add nine new trips to the existing 746 trips using the eastbound, worst approach under existing conditions at this intersection, resulting in a project contribution to the eastbound approach of 1.2 percent, which is less than the 5 percent contribution threshold for substantial contribution to unsignalized intersections functioning at LOS E or F. Based on this, the impact on LOS due to the anticipated increase in project trips would not be not considered significant.

¹¹ LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through LOS D is considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are representative of gridlock.

¹² A signal warrant analysis is conducted to help determine whether or not conditions warrant the installation or the continued operation of a traffic signal.

Table 2 Intersection Operations With and Without Project Trips – Weekday PM Peak Hour								
<i>Intersection</i>	<i>Traffic Control Device</i>	<i>Analysis Criteria</i>	<i>Existing Conditions</i>			<i>Existing plus Project Conditions</i>		
			<i>Delay (secs/veh)</i>	<i>LOS</i>	<i>Worst Approach</i>	<i>Delay (secs/veh)</i>	<i>LOS</i>	<i>Worst Approach</i>
1. Mariposa Street and Pennsylvania Avenue	Two-way stop	Worst approach	75.4	F	Northbound	76.8	F	Northbound
2. Mariposa Street and I-280 SB on-ramp	One-way stop	Worst approach	>80	F	Eastbound	>80	F	Eastbound
3. Mariposa Street and I-280 NB off-ramp	Traffic signal	Int. average	20.0	C	N/A	20.2	C	N/A
4. Mariposa and Minnesota Streets	Two-way stop	Worst approach	18.3	C	Northbound	18.3	C	Northbound
5. 18 th and Minnesota Streets	Two-way stop	Worst approach	13.6	B	Northbound	14.0	B	Northbound
6. 19 th and Indiana Streets	Two-way stop	Worst approach	9.7	A	Westbound	9.6	A	Westbound
7. 19 th and Minnesota Streets	Two-way stop	Worst approach	10.4	B	Eastbound	10.9	B	Eastbound
8. 20 th and Tennessee Streets	All-way stop	Worst approach	7.9	A	Southbound/ Westbound	7.9	A	Westbound
SOURCE: Atkins (2014).								

While the proposed project would not result in any significant transportation-related traffic impacts, and no mitigation would be required, the project sponsor has agreed to implement following improvement measure to promote alternative travel modes:

Project Improvement Measure I-TR-1 – Residential Transportation Demand Management Program. The Project Sponsor shall implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor must execute an agreement with the Planning Department for the provision of TDM services. The TDM program shall have a monitoring component to ascertain its effectiveness. Recommended components of the TDM program include the following:

TDM Program

The project sponsor should implement the following TDM measures at a minimum:

- **TDM Coordinator:** Provide TDM training to property managers/coordinators. The TDM coordinator should be the single point of contact for all transportation-related questions from residents and City staff.

■ **Transportation Information:**

- > **Move-in packet:** Provide a transportation insert for the move-in packet that includes information on transit service (Muni and BART lines, schedules and fares), information on where transit passes may be purchased, and information on the 511 Regional Rideshare Program.
- > **Current transportation information:** Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links) for new and existing tenants. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.
- > **Ride Board:** Provide a “ride board” (virtual or real) through which residents can offer/request rides, such as on the Homeowners Association website and/or lobby bulletin board. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.

■ **Bicycle Access:**

- > **Signage:** Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities.
- > **Tenant Cooperation:** Encourage retail tenants to allow bicycles in the workplace.
- > **Safety:** Ensure that bicycle access to the site is safe, avoiding conflicts with automobiles, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-2, Queue Abatement Condition of Approval.

TDM Monitoring

The Planning Department shall provide the TDM Coordinator with a clearly formatted “Resident Transportation Survey” (online or in paper format) to facilitate the collection and presentation of travel data from residents at the following times: (a) one year after 85 percent occupancy of all dwelling units in the new building; and (b) every two years thereafter, based on a standardized schedule prepared and circulated by the Planning Department staff to the TDM Coordinator.

The TDM Coordinator shall collect responses from no less than 33 percent of residents within the newly occupied dwelling units within 90 days of receiving the Resident Transportation Survey from the Planning Department. The Planning Department will assist the TDM Coordinator in communicating the purpose of the survey, and shall ensure that the identity of individual resident responders is protected. The Department shall provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.

The Planning Department shall also provide the TDM Coordinator with a separate “Building Transportation Survey” that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency, etc.). The

Building Transportation Survey shall be completed by the TDM Coordinator and submitted to City staff within 30 days of receipt.

The Project Sponsor shall also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. shall be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 a.m. and 8:00 p.m. on both weekdays and weekends.

Bike Sharing

Within 30 days after receiving Planning Commission approval for the subject project, Project Sponsor shall contact Bay Area Bike Share (or its successor entity) to determine whether Bay Area Bike Share would be interested and able to fund and install a new bike share station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas) within six months of the Project Sponsor's estimated receipt of its Temporary or Final Certificate of Completion for the subject project.

Bay Area Bike Share shall respond by 60 days prior to the Project Sponsor's meeting with the Transportation Advisory Staff Committee (TASC) for approval of the streetscape design. TASC approval typically occurs at the 90 percent design phase.

If Bay Area Bike Share is not interested in and able to fund and install a new bike share station immediately adjacent to the project site, as indicated in writing, the Project Sponsor shall not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund and install a new bike share station immediately adjacent to the project site within the time period specified above, the Project Sponsor shall make best efforts to modify its streetscape design to accommodate a new bike share station to the dimensions provided by Bay Area Bike Share, and obtain all city permits necessary to provide such a space immediately adjacent to the project site in the public right-of-way.

If the City agencies responsible for issuing the permits necessary to provide the new bike share station space reject the Project Sponsor's application despite Project Sponsor's best efforts, the Project Sponsor shall not be obligated to provide such space.

Queuing

As shown in Figure 2, Proposed Site Plan, p. 5, the parking garage would be accessed through a ramp from Indiana Street at the north end of the property.

During the peak hour, vehicles turning left into the driveway from the south may need to pause and wait for a gap in traffic travelling southbound on Indiana Street. While substantial queuing is not expected and traffic flows on Indiana Street or at the intersections of Indiana and Mariposa Streets and Indiana and 19th Streets would not be affected, vehicle queues at the proposed project driveway

into the public right-of-way would be subject to the Planning Department's vehicle queue abatement Conditions of Approval. The project sponsor has agreed to implement these conditions, which are identified in the following improvement measure:

Project Improvement Measure I-TR-2 – Queue Abatement Condition of Approval. It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

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

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

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

Construction

Project construction, including construction of the 19th Street Pedestrian Plaza, would also result in a temporary increase in the number of vehicle trips at study intersections. However, the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the project's operational phase, which were determined to be less than significant. Nonetheless, the project sponsor has agreed to implement the following improvement measure to further reduce construction impacts:

Project Improvement Measure I-TR-3 – Construction Management. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the proposed project. The temporary parking demand by construction workers would need to be met on site, on street, or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the project site. Other measures should include sending construction schedule updates to adjacent businesses or residents; development and implementation of construction truck management to minimize the overall number of truck trips to and from the site; avoiding truck trips during peak hours; and coordination with any nearby construction sites, such as 800 Indiana Street, to minimize overlapping peaks in construction trucks or other construction-related traffic.

Overall, the increase in vehicle trips associated with construction and operation would not result in a significant impact on traffic in the project vicinity. Since the project contribution to a critical movement that is operating at LOS F is less than the threshold value of 5 percent, the proposed project would not result in a significant contribution to the LOS E operating conditions at this intersection, and impacts on 2035 Cumulative traffic operations would be less than significant. Similarly, the intersection of 18th and Minnesota Streets is projected to experience noticeable growth in background traffic volumes, which would result in the intersection operating at LOS F. Signal warrant analysis for the intersection of 18th and Minnesota Streets (for cumulative conditions volume) indicates that this intersection would not meet warrants.

Further, while localized cumulative construction-related traffic impacts could occur as a result of cumulative projects that generate increased traffic at the same time and on the same roads as the proposed project, the cumulative impacts of multiple nearby construction projects would not be cumulatively considerable. Construction would be of temporary duration, and the proposed project would be required to coordinate with various City departments such as SFMTA and DPW through the Transportation Advisory Staff Committee (TASC) to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap. Additionally, the construction manager for each project would be required to work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control, and pedestrian movement adjacent to the construction area for the duration of any overlap in construction activity.

For the above reasons, the proposed project would not result in significant new or more severe impacts than were not identified in the Eastern Neighborhoods FEIR related to traffic, either individually or cumulatively.

Transit

The project site is located within a quarter-mile of several local transit lines including Muni bus lines 8AX, 8BX, 8X, 9, 9L, 10, 12, 14, 14L, 14X, 19, 27, 49, and streetcar lines J and T. The proposed project would generate a total of 37 PM peak hour transit trips. These transit trips to and from the project site would utilize the nearby Muni lines and regional transit line and may include transfers to other Muni bus lines and light rail lines, or other regional transit providers, such as BART and Caltrain. Given the wide availability of nearby transit, the addition of 37 trips during the PM peak hour would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods FEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 9, 27, and 49. Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impacts was adopted as part of the FEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its small contribution of 37 PM peak hour transit trips would not be a substantial proportion of the overall additional transit volume expected to be generated by implementation of Eastern Neighborhoods Plan and would be within the scope of the Eastern Neighborhood FEIR analysis. For the above reasons, the proposed project would not result in significant new or more severe impacts than were not identified in the Eastern Neighborhoods FEIR related to transit, either individually or cumulatively.

Loading

The residential and retail uses associated with the proposed project would generate an average of 3.2 freight vehicle trips per day (2.8 trips for the residential use and 0.4 trip for the retail use) and would result in a loading demand for approximately 0.1 loading space during an average hour and 0.2 loading space during the peak hour. No regularly scheduled loading activities would be associated with the proposed 19th Street Pedestrian Plaza.

Planning Code Section 152.1 requires one off-street loading space for residential developments of 100,001 to 200,000 sf. No off-street loading space is required for the residential uses consisting of less than 100,000 sf of development or for retail uses consisting of less than 10,000 sf of development. Therefore, proposed project would not include any off-street loading facilities.

The project would include a yellow on-street loading zone approximately 46 feet long located directly east of the project site on the east side of Indiana Street north of 19th Street. To minimize queuing, the project also would include a 25-foot white vehicle queuing/passenger loading zone on Indiana Street just north of the project's driveway. Both of these proposed loading zones would be subject to SFMTA approval, which would include a public hearing to consider the request.

The proposed project loading demand would be minimal and would be accommodated within the proposed on-street loading zone. For the above reasons, the proposed project would not result in significant new or more severe impacts than were not identified in the Eastern Neighborhoods FEIR related to loading, either individually or cumulatively.

Pedestrian and Bicycle Conditions

The proposed project would add about 57 pedestrian trips to the adjacent sidewalks during the weekday PM peak hour. While the addition of the project generated pedestrian trips would incrementally increase pedestrian volumes on Indiana, 19th, and Minnesota Streets, the additional trips would not substantially affect pedestrian flows. To accommodate pedestrian traffic adjacent to the project site, the project proposes a seven-foot throughway adjacent to the project site, an additional five-foot frontage between the building and the throughway, a five-foot furnishing zone, and a two-foot edge zone, for a total of 19 feet. This exceeds the existing sidewalk zones of 14 feet, as well as the BSP requirements of 12.5 feet.

The proposed pedestrian improvements would minimize hazards associated with conflicts between pedestrians and vehicles. Pedestrian safety around the project site would also be enhanced through the provision of a passenger drop-off zone just north of the vehicular garage access point and with construction of bulb-outs on the west side of Indiana Street at the 19th Street intersection corners. The project also proposes to turn 19th Street west of Indiana Street into a public plaza with limited vehicle access, as shown on Figure 2, Proposed Site Plan, p. 5.

The proposed project would meet the requirements of the *Planning Code* by providing 111 Class 1 bicycle spaces and eight Class 2 bicycle spaces. There are three designated San Francisco Bicycle Routes in the vicinity of the proposed project – Bicycle Route 5 on Illinois Street, Bicycle Route 7 adjacent to the project site on Indiana Street, and Bicycle Route 23 on Mariposa Street. With the current low bicycle and traffic volumes on the adjacent streets, existing bicycle travel generally occurs without major impedances or safety problems.

It is anticipated that a portion of the 40 “walk/other” trips generated by the proposed project would be bicycle trips that would add a small number of bicycles to these nearby bicycle routes. However, it is expected that project-related vehicle trips into and out of the project site during the PM peak hour on Indiana Street (61 inbound and 33 outbound residential vehicle trips) would not result in substantial vehicle-bicycle conflicts.

The projected increase in background vehicle traffic between Existing plus Project and 2035 Cumulative conditions would result in an increase in the potential for vehicle-pedestrian and vehicle-bicycle conflicts at intersections in the study area. However, the proposed project would not create potentially hazardous conditions for pedestrians or bicycles, or otherwise substantially impede pedestrian or bicycle accessibility within the Eastern Neighborhoods area. For the above reasons, the proposed project would not result in significant new or more severe impacts than were not identified in the Eastern Neighborhoods FEIR related to pedestrian and bicycle conditions, either individually or cumulatively.

Emergency Access

The proposed streetscape improvements, including construction of the 19-foot sidewalk on the west side of Indiana Street and the conversion of parking on the west side of Indiana Street from perpendicular to parallel, would not affect emergency access because such changes would not close the streets to emergency vehicles. The conversion of the stub end of 19th Street west of Indiana Street to a pedestrian plaza would, however, require emergency vehicles to remove the bollards before entering the street, if access to this location is required. The project sponsor has agreed to implement the following improvement measure to ensure that first responders would be provided with a key to unlock the bollards if necessary to permit emergency vehicle access:

Project Improvement Measure I-TR-4 – Provision of Keys to First Responders. If the bollards at the entrance to 19th Street west of Indiana Street cannot be removed by first responders without a key, upon installation of the bollards, the project sponsor shall provide bollard keys to first responders to permit emergency access.

The proposed project would not result in significant new or more severe impacts than were not identified in the Eastern Neighborhoods FEIR related to emergency access, either individually or cumulatively.

Parking

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

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.¹³ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes.

The proposed project would have a parking demand of approximately 151 spaces, of which eight would be required for short-term parking and 143 would be required for long-term parking. Of this parking demand, the residential uses would require 140 long-term spaces, but no short-term spaces. The retail uses would require eight short-term spaces and three long-term spaces. No dedicated parking would be provided to serve the proposed 19th Street Pedestrian Plaza.

As a result of the proposed reconfiguration of parking on the west side of the street from perpendicular parking to parallel parking, and the addition of a loading zone on the east side of the street, the project would displace 19 on-street parking spaces in front of the site. Of these 19 spaces, 16 spaces would be lost due to parallel parking conversion, one would be lost due to the bulbout on 19th and Indiana Streets, and two would be lost due to the placement of the proposed loading zone across the street from the project site.

The *Planning Code* (Section 151.1) includes parking maximums that would allow the proposed project to provide up to 83 parking spaces for the residential uses (0.75 space per unit, 111 units) and one parking space for the retail uses (one space for each 1,500 gsf, 1,917 sf total). Because the proposed project would provide 79 parking spaces for the residential units and no spaces for the retail uses, it would comply with the *Planning Code* requirements. Per *Planning Code* requirements the project would also provide three ADA parking spaces and one car-share parking space.

The project site is located in the Eastern Neighborhood Mixed-Use District (SD-3) where, under *Planning Code* Section 151, residential projects are not required to provide any off-street parking space. Any unmet parking demand could be accommodated by a combination of proposed new off-street parking and existing on-street parking within a reasonable distance of the project vicinity. Additionally, the project site is well-served by transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

Under cumulative parking conditions, due to anticipated new development and increased density within the City, parking demand and competition for on- and off-street parking is likely to increase. In combination with the City's Transit First Policy, the City's BSP and related projects, the proposed project would not provide on-site parking spaces to meet expected demand. However, because the

¹³ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 650 Indiana Street* (February 14, 2014). This document is available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

proposed project's unmet parking demand would not be considered substantial, it would not make a substantial contribution to future parking deficits within the Eastern Neighborhoods area.

In summary, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to traffic and transportation, either individually or cumulatively.

Noise

The Eastern Neighborhoods FEIR identified potential impacts related to residences and other noise-sensitive uses located 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 plan would incrementally increase traffic-generated noise on some streets in the Eastern Neighborhoods area and result in temporary construction noise impacts from pile driving and other construction activities. The Eastern Neighborhoods FEIR therefore identified six noise mitigation measures, discussed below, that would reduce noise impacts to less-than-significant levels.

To comply with several mitigation measures included in the Eastern Neighborhoods FEIR, a Noise Technical Report was prepared to assess potential noise and vibration impacts associated with the implementation of the proposed project and to determine whether the project would result in any significant noise impacts not identified in the Eastern Neighborhoods FEIR.¹⁴ The following analysis is based on the findings of this report.

Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2, relate to construction noise. Mitigation Measure F-1 requires individual projects that include pile-driving within the Eastern Neighborhoods Area Plan and within proximity to noise-sensitive uses to ensure that piles be pre-drilled, wherever feasible, to reduce construction-related noise and vibration. No pile-driving activity would occur as a part of project construction. Therefore, this mitigation measure does not apply to the proposed project.

Mitigation Measure F-2 requires individual projects that include particularly noisy construction procedures requiring noise controls in proximity to sensitive land uses to submit site-specific noise attenuation measures plan under the supervision of a qualified acoustical consultant to the Department of Building Inspection (DBI) prior to commencing construction. Construction noise controls are required for construction that exceeds the construction noise limits in the Noise Ordinance and ensure that maximum feasible noise attenuation is achieved. Such plan would be

¹⁴ Atkins, *650 Indiana Street Project, San Francisco, CA, Noise Technical Report* (March 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

subject to review and approval by DBI. Because the proposed project could include particularly noisy construction procedures, Mitigation Measure F-2 would apply.

Construction noise is regulated by the San Francisco Noise Ordinance (San Francisco Police Code Article 29). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of DPW authorizes a special permit for conducting the work during that period. DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours.

Based on a worst-case assumption, construction of the project would have the potential to generate hourly average noise levels of up to 83 dBA at 100 feet. This estimate is conservative because construction equipment is expected to be spread out over the site and is not expected to be operated simultaneously. Nevertheless, the project's construction phase would have the potential to exceed the noise level limits set for construction in the Noise Ordinance, and could result in a significant impact, as identified in the Eastern Neighborhoods FEIR.

During the construction period for the proposed project of approximately 21 months, occupants of nearby properties could be disturbed by construction noise. Land uses in the project area generally consist of industrial and commercial uses that are not noise sensitive; however, residences are scattered throughout Central Waterfront Neighborhood, including in the vicinity of the proposed project. The nearest sensitive receptors to the project site are the Minnesota Lofts residential building, located at the corner of Minnesota Street and 18th Street, approximately 330 feet east from the project site. Other noise sensitive land uses within 900 feet of the project site include residences and the San Francisco Public Library (Potrero Hill Branch) located west of I-280, and residential buildings east of I-280.

At times, noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance.

Additionally, the project sponsor has agreed to implement Eastern Neighborhoods Mitigation Measure F-2 to further minimize construction noise. With implementation of this mitigation

measure, impacts related to construction-phase noise would be less than significant, and the proposed project would not result in new or more severe adverse impacts than were identified in the Eastern Neighborhoods FEIR related to construction noise.

Project Mitigation Measure M-NO-1 – Construction Noise (Eastern Neighborhoods FEIR Mitigation Measure F-2: Construction Noise). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Eastern Neighborhoods FEIR Mitigation Measures F-3, F-4, and F-6 include additional measures for individual projects that include new noise-sensitive uses, which are defined as land uses that may be subject to stress and/or interference from excessive noise such as schools, residences, churches, hospitals, and similar facilities, or that would result in conflicts between existing sensitive receptors and new noise generating uses.

Mitigation Measure F-3 requires that project sponsors of 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 the California Noise Insulation Standards in California Code of Regulations Title 24, conduct a detailed analysis of noise reduction requirements. As a multi-family residential building, the proposed project is subject to the California Noise Insulation Standards. Therefore, this mitigation measure is not applicable to the proposed project.

Eastern Neighborhoods FEIR Mitigation Measure F-4 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses within 900 feet of and

that have a direct line of site to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes). Where heightened concern about noise levels in the vicinity are present based on measurements of existing noise levels, Mitigation Measure F-4 requires completion of a detailed noise assessment by a 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.

Accordingly, as noted above, the Noise Technical Report prepared for the proposed project includes modeling results and measurements of existing noise levels that could impact the proposed residential uses and identifies insulation requirements for the proposed project to ensure compliance with Title 24 standards. Traffic noise, primarily from I-280, which abuts the project site to the west, represents the primary source of existing noise in the project vicinity.

Existing roadway noise levels were modeled using the FHWA Traffic Noise Model (TNM), Version 2.5.¹⁵ This model takes into account traffic volumes, vehicle mix, existing site topography, existing structures, and elevation of roadways and location of roadways on structures. Existing noise levels were modeled at three receptor locations on the project site and four locations off site that represent existing commercial and residential development and Esprit Park. Table 3, Existing Roadway Noise Levels, p. 40, shows the existing noise levels associated with each of the receptor locations as a result of traffic noise.

While I-280 represents the primary source of existing noise in the project vicinity, other sources of noise in the area within 900 feet of the project site include activities associated with nearby industrial uses, periodic temporary construction related noise from nearby development, and street maintenance. In particular, the Cresco equipment rental facility located immediately adjacent to the proposed 19th Street Pedestrian Plaza represents a source of existing noise associated with the movement of construction equipment into and out of the facility. This facility operates 7:00 a.m. to 5:00 p.m. Monday through Friday. Intermittent noise associated with emergency vehicles is also a source of noise in the project vicinity.

¹⁵ http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/tnm_v25/

Table 3 Existing Roadway Noise Levels

<i>Receptor #</i>	<i>Receptor Location</i>	<i>Existing Peak Noise Hour Level (L_{eq})</i>	<i>Existing Ambient Noise Level (dBA CNEL)^a</i>	<i>Exceeds Noise Compatibility Standard for Existing Use?^b</i>
1	Middle of Esprit Park	65	67	No
2	Northeast corner of project site	68	69	No
3	Southeast corner of project site	62	63	No
4	Middle of western boundary of project site	74	75	No
5	Western frontage of residential building located east of Esprit Park	61	63	Yes
6	Western frontage of light industrial use located on east site 500 Block of Indiana Street	65	66	No
7	Western frontage of Minnesota Lofts residential building located on Minnesota Street, south of 18 th Street	63	64	Yes

SOURCE: Atkins (November 2014).

- a. Calculated peak hour noise level was used to determine CNEL using the equation recommended by Caltrans (Technical Noise Supplement p. 2-60).
- b. Normally acceptable noise standard is 60 dBA CNEL residences, 70 dBA for parks, and 77.5 dBA CNEL for commercial and industrial uses.

As described in the Noise Technical Report, a 24-hour ambient sound level survey was conducted by Steve Rogers Acoustics (SRA) on August 14, 2013, to quantify the noise environment on the project site for the purposes of determining noise insulation design. The measurement was taken on the roof of the existing structure on the project site. I-280 was visible from the measurement location. The measured noise levels in the project vicinity ranged from 70 to 73 dBA during daytime and evening hours (7:00 a.m. to 10:00 p.m.). During nighttime hours, noise levels ranged from a minimum hourly L_{eq} of 62 dBA during the 2:00 a.m. hour, to 71 dBA during the 6:00 a.m. hour. A Community Noise Equivalent Level (CNEL) of 75 dBA was measured on site. Based on the San Francisco noise compatibility guidelines, noise levels in the project vicinity are normally unacceptable for residential land use, and conditionally acceptable for commercial and retail land uses.

Pursuant to requirements of Mitigation Measure F-4, the noise study contains the following recommendations to ensure that the proposed building would be compliant with Title 24 requirements such that future residents would not be exposed to excessive noise levels:

- The proposed buildings shall meet the minimum sound insulation requirements as outlined in Table 4, Minimum Sound Insulation Requirements, p. 41. The recommended Sound Transmission Class (STC)¹⁶ and Outdoor-Indoor Transmission Class (OITC)¹⁷ ratings are the

¹⁶ Sound Transmission Class (STC) is a single-figure rating of sound insulation performance over the frequency range 125–4,000 Hz calculated according to ASTM E-413. STC is derived from laboratory Transmission Loss testing (of windows, doors, partitions etc.) in accordance with ASTM E-90.

minimum values that will be installed. The recommended values are composite values that must be achieved by the combination of all various wall, window, and door elements.

- All roof elements over dwelling units shall generally provide a minimum STC of 36 and minimum OITC of 27. This requirement shall apply to the whole of the “O” Building and most of the roof of the “M” Building.
- Achieving the required sound insulation standards means that windows must be normally closed and do not need to be open for ventilation. The apartments and lofts will, therefore, be provided with supplemental ventilation, which could take the form of either a mechanical forced-air system or passive air-transfer path such as in-wall z-duct. Whichever method is used, the ventilation path from the living space to the exterior of the building would provide a degree of sound attenuation consistent with the STC and OITC requirements.

Table 4 Minimum Sound Insulation Requirements		
	<i>Minimum Acoustical Requirements</i>	
	<i>STC</i>	<i>OITC</i>
Floors 1–4	30	22
Floor 5	33	25
SOURCE: Atkins (2014).		

The project sponsor has agreed to implement all of the recommended measures included in the noise study.¹⁸ DBI would ensure that the project complies with Title 24 standards during the building permit process.

Mitigation Measure F-6 from the Eastern Neighborhoods FEIR requires open space areas required under the *Planning Code* to 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 and construction of noise barriers between noise sources and open space. The proposed project would include public open space in the form of a mid-block alley and a public plaza, as well as common open space in the form of internal courtyards; therefore, this mitigation measure is applicable.

The Noise Technical Report includes information detailing how the proposed open space would be protected from existing ambient noise. The mid-block alleyway would be partially covered where

¹⁷ Outdoor-Indoor Transmission Class, or OITC, is a single-figure rating of sound insulation performance over the frequency range 80–4,000 Hz, calculated according to ASTM E-1332. While less well-known than STC, OITC provides an improved measure of how well exterior building assemblies attenuate intrusion of noise from transportation sources, such as roads and railways and is, therefore, often preferred when transportation noise is the dominant outdoor noise source.

¹⁸ Carlos Vasquez, Project Sponsor, email to Tania Sheyner, San Francisco Planning Department, 650 Indiana Noise Mitigation Measures (March 13, 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

the two proposed buildings would cantilever above the open space. Since I-280 is the main source of noise near the project site, and is elevated adjacent to the project site, covering the alleyway would provide attenuation from freeway noise (in this situation, a noise barrier on the ground floor would not provide attenuation due to the freeway elevation). Additionally, terraced landscaping is proposed along the I-280 embankment adjacent to the proposed 19th Street Pedestrian Plaza to provide noise attenuation from freeway noise.

The project would also include roofdecks, which would be protected from ambient noise by solid barriers constructed around the courtyards. On the “O” Building, the height of the sound barriers would be ten feet tall, and on the “M” Building, the sound barriers would be eight feet tall. The difference in height between the I-280 freeway and the proposed rooftop courtyards, combined with the proposed safety barrier, would break the line of sight between these common areas and I-280, and some noise attenuation would be achieved. Complete enclosure of the common courtyard areas on the ground floor is not feasible in order to provide open space for residents and public accessibility to common areas. However, the proposed project would provide adequate protection for common open spaces from existing ambient noise levels and would comply with Eastern Neighborhoods FEIR Mitigation Measure F-6.

Eastern Neighborhoods FEIR Mitigation Measure F-5 requires individual projects that 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 in the proposed project site vicinity, to submit an acoustical analysis that demonstrates the proposed use would comply with the General Plan and Police Code Section 2909. Since the proposed project does not include any land uses that would generate noise levels in excess of ambient noise in the vicinity of the project site, Mitigation Measure F-5 would not be applicable.

Noise generated from residential uses is generally described as nuisance noise. Nuisance noise is defined as intermittent or temporary neighborhood noise from sources such as amplified music, and barking dogs that may be disturbing to other residents. San Francisco Noise Ordinance (Police Code Section 2909) establishes noise limits to minimize nuisance noise. These noise levels limits prohibit noise produced by any machine, or device, music or entertainment or any combination of same, on multi-unit residential property that exceed the existing ambient noise level by five dBA at three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed. Compliance with the Noise Ordinance would limit exposure to excessive nuisance noise. The Director of Public Health and San Francisco Police Department (SFPD) enforce the nuisance noise provisions of the Noise Ordinance. Additionally, nuisance noises would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect the receptors at the same time. Instances of nuisance noise would be addressed on an individual case basis. Therefore, nuisance noise from the proposed residences would not result in significant impact.

Due to the limited size of retail establishments that would be accommodated on the project site, retail uses would not generate substantial truck trips or noise from loading activities. Overall, the proposed project would generate approximately four delivery/service vehicle trips per day, with such deliveries made primarily by small trucks and vans. However, larger trucks would infrequently be necessary for large-unit residential move-in and move-out.

Retail uses may require installation of a heating, ventilation, and air condition (HVAC) unit, which would have the potential to generate operational noise. Mechanical HVAC equipment located on the rooftops of the new buildings would have the potential to generate noise levels which average 65 dBA at a distance of 50 feet, and may run continuously during the day and night. As discussed above, existing noise levels on the project site range from 62 to 75 dBA CNEL. Therefore, new HVAC equipment would not exceed existing ambient noise levels by more than five dBA. Noise from HVAC equipment would generally not be audible above existing noise levels and would not exceed the City's noise level limits. Additionally, adherence with Policy 3.1.7 of the Central Waterfront Area Plan, which requires screening for HVAC equipment, would further reduce noise from HVAC equipment.¹⁹

Some noise would be associated with outdoor activities within the proposed 19th Street Pedestrian Plaza. However, public use of the plaza is expected to generate noise typical of an outdoor café. Public events staged at the plaza would be infrequent and associated noise impacts would be temporary in nature. As with the proposed residential uses, the exposure of sensitive receptors to excessive nuisance noise associated with public use of the plaza would be limited through compliance with the Noise Ordinance and through enforcement by the Director of Public Health and the SFPD.

Noise sources from the proposed parking structure would include car alarms, door slams, radios, and tire squeals. These sources typically range from about 30 to 66 dBA at a distance of 100 feet, and are generally short-term and intermittent. Parking lots also have the potential to generate noise levels that exceed City's noise level limits depending on the location of the source; however, noise sources from the parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. The parking structure would be located partially underground which would provide additional attenuation from surrounding development. Due to shielding and existing ambient noise, intermittent noise generated from parking lots would generally not be audible at surrounding land uses.

Overall, implementation of the proposed project would result in a one dBA CNEL increase at two receptors along the roadways serving the proposed project and on the west side of the project site.

¹⁹ City and County of San Francisco, *San Francisco General Plan, Central Waterfront Area Plan* (December 2008). This document is available online at http://www.sf-planning.org/ftp/general_plan/Central_Waterfront.htm.

However, the proposed structures would provide some noise attenuation on- and off-site and would reduce noise levels at several receptors that would be separated from I-280 by the proposed structures, including Esprit Park. The proposed structures would provide additional attenuation compared to the existing structure on the project site because the proposed structures would be approximately 38 feet taller than the existing structure (58 feet compared to 20 feet) and would extend from 19th Street to the existing warehouse structure that abuts the project site to the north. The proposed project would not result in an increase of three dBA CNEL or more at any receptor. Therefore, no significant impact would occur.

Given the types of uses proposed and the estimated project-related noise level increase, the proposed project would not contribute considerably to cumulative noise levels in the Eastern Neighborhoods area. The Future (Year 2035) scenario includes buildout of the project as well as the cumulative growth through Year 2035. Noise levels associated with future increases in traffic, both with and without the project, are provided in Table 5, Cumulative (Year 2035) Traffic Noise Levels. A substantial permanent increase in traffic noise would occur if the project would result in an increase in noise level of three dBA CNEL or more. As shown in this table, implementation of the proposed project would not result in an increase of three dBA CNEL or more at any receptor.

Table 5 Cumulative (Year 2035) Traffic Noise Levels				
<i>Receptor Location</i>	<i>Existing Noise Level (dBA CNEL)</i>	<i>Year 2025 Noise Level (dBA CNEL)</i>	<i>Year 2025 + Project Noise Level (dBA CNEL)</i>	<i>Increase in Noise Level</i>
Middle of Esprit Park	67	68	61	-7
Northeast corner of project site	69	71	64	-7
Southeast corner of project site	63	65	63	-2
Middle of western boundary of project site	75	77	77	0
Western frontage of residential building located east of Esprit Park	63	64	63	-1
Western frontage of light industrial use located on east site 500 Block of Indiana St	66	67	67	0
Western frontage of Minnesota Lofts residential building located on Minnesota St, south of 18 th St	64	67	67	0

SOURCE: Atkins (2014).

As described above, noise attenuation measures would be implemented as part of the project design to reduce noise levels within the proposed residential and open space uses to an acceptable level. Further, the proposed structures would be substantially taller than those currently existing on the project site, and thus would reduce noise levels at several receptors by providing enhanced separation from I-280, the most considerable source of noise in the project vicinity. Therefore, the project would not result in a potentially significant traffic noise impact under the Future (Year 2035) scenario.

In summary, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to noise, either individually or cumulatively.

Air Quality

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. The Eastern Neighborhoods FEIR identified four mitigation measures that would reduce air quality impacts to less-than-significant levels.

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 Initial Study. Subsequent to publication of the Initial Study, 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.

Also subsequent to publication of the Initial Study, the Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),²⁰ 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 proposed project meets the screening criteria, then the project 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.

For determining potential health risk impacts, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within

²⁰ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines* (updated May 2011). This document is available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>.

San Francisco and identify portions of the City that result in additional health risks for affected populations (“Air Pollutant Exposure Zones”). Air Pollutant Exposure Zones were identified based on two health based criteria:

- (1) Excess cancer risk from all sources > 100
- (2) PM_{2.5} concentrations from all sources including ambient >10 µg/m³

Sensitive receptors²¹ within these Air Pollutant Exposure Zones are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these Air Pollutant Exposure Zones. These locations (i.e., within Air Pollutant Exposure Zones) require additional consideration when projects or activities have the potential to emit toxic air contaminants (TACs), including diesel particulate matter (DPM) emissions from temporary and variable construction activities.

Construction activities from the proposed project may result in dust, primarily from ground-disturbing activities outside the existing structures (e.g., modifications to curb cuts and driveways). 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. Construction would last approximately 21 months, during which time diesel-generating equipment would be required. Since the project would comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction air quality, and Mitigation Measure G-1 of the Eastern Neighborhoods FEIR would not apply to the proposed project.

The proposed project would be below the criteria air pollutant screening size for multi-family residential uses (240 units), identified in the Air Quality Guidelines. Thus, quantification of criteria air pollutant emissions is not required, and the proposed project’s construction activities would result in a less-than-significant criteria air pollutant impact.

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.²² Therefore, the construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. In addition, the proposed project meets the construction screening criteria provided in the BAAQMD studies for construction-related criteria air pollutants.

²¹ The BAAQMD considers sensitive receptors as children, adults, or seniors occupying or residing in (1) Residential dwellings, including apartments, houses, condominiums, (2) schools, colleges, and universities, (3) daycares, (4) hospitals, and (5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards* (May 2011), p. 12.

²² *California Code of Regulations* Title 13, Division 3, § 2485.

Therefore, the remainder of Mitigation Measure G-1 that deals with maintenance and operation of construction equipment is not applicable to the proposed project.

Eastern Neighborhoods FEIR 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. While the project site is not located within an identified Air Pollutant Exposure Zone, a substantial ambient health risk to sensitive receptors from air pollutants could occur due to the location of the project site within close proximity to a major roadway. Per San Francisco Health Code Article 38, newly constructed buildings containing ten or more dwelling units located within the Potential Roadway Exposure Zone, and that have been determined to have a PM_{2.5} concentration at the proposed site greater than 0.2 µg/m³ attributable to Local Roadway Traffic Sources, are required to implement enhanced ventilation requirements. Therefore, the proposed project would provide protection to proposed sensitive land uses through implementation of Eastern Neighborhoods Mitigation Measure G-2.

Project Improvement Measure I-AQ-1 – Enhanced Ventilation System (Eastern Neighborhoods FEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses).

Because the project site is located in proximity to Interstate 280, which is identified as a freeway in the San Francisco General Plan, Transportation Element, the project sponsor should incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, should include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The ventilation system should be designed by an engineer certified by ASHRAE, who should provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor should present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor should also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.

Mitigation Measure G-3 minimizes potential exposure of sensitive receptors to DPM by requiring uses that would be served by at least 100 trucks per day or 40 refrigerated trucks per day to be located no less than 1,000 feet from residential units and other sensitive receptors. The proposed project is not expected to be served by 100 trucks per day or 40 refrigerator trucks per day.²³ As

²³ Atkins, *650 Indiana Street Project Transportation Impact Study* (January 24, 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

described above, the proposed project would generate approximately four delivery/service van and small truck trips per day. 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. Mitigation Measure G-3 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. The proposed project would involve development of residential and neighborhood-serving retail uses, and would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source 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.

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. Similar to construction-phase impacts, the *Air Quality Guidelines* provide screening criteria for operational-related criteria air pollutants. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts.

The proposed project would be below the criteria air pollutant screening size for multi-family residential uses (451 units), identified in the BAAQMD's CEQA Air Quality Guidelines. Thus, quantification of criteria air pollutant emissions is not required, and the proposed project's operations would result in a less-than-significant criteria air pollutant impact.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to air quality, either individually or cumulatively.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The Eastern Neighborhoods Area Plan area includes parks under the jurisdiction of San Francisco Recreation and Parks Department (SFRPD), which are subject to Section 295, and parks that are under the jurisdiction of other departments and/or are privately owned, which are not subject to Section 295.

Esprit Park, which is located on the block between Minnesota and Indiana and 19th and 20th Streets, is the closest park to the project site that is under the jurisdiction of the SFRPD and is a protected open space under *Planning Code* Section 295. The park consists of a central open space bordered by a

pedestrian pathway that meanders along the park's perimeter. Lining the pathway on one or both sides are benches, picnics tables, exercise equipment, a storage shed, and various trees and shrubs. The central portion of the park contains a grassy field, while the areas taken up by the pathway, benches, trees, etc. are underlain by gravel or tanbark. Sidewalks border the park along all sides.

The Eastern Neighborhoods Plan increased height limits on some parcels surrounding the park from 50 to 55 feet. The Eastern Neighborhoods FEIR noted that such an increase in allowable building heights would not discernibly increase shadow coverage at the beginning and end of the day, but would shorten the period of full sun on the park by approximately 15 minutes. The Eastern Neighborhoods FEIR could not conclude that the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the Eastern Neighborhoods FEIR determined shadow impacts to be significant and unavoidable, including impacts on Esprit Park. No mitigation measures were identified in the FEIR.

The proposed project would construct two adjacent buildings of approximately 62 feet in height to the top of parapet. Given the height of the proposed buildings, the Planning Department prepared a shadow fan analysis pursuant to *Planning Code* Section 295 to determine whether the proposed project would have the potential to cast new shadow on neighboring Esprit Park. The shadow fan analysis indicated that new shadow may be cast of the park.

Based on this finding, a Shadow Analysis²⁴ was prepared to assess the shadow impacts of the proposed project on Esprit Park (the Shadow Analysis also analyzed shadow impacts of the proposed nearby project at 800 Indiana Street). The shadow analysis found that Esprit Park currently has 296,706,366.08 sf hours of Theoretically Available Annual Sunlight (TAAS), which is the amount of annual, theoretically available sunlight on the park if there were no shadows on the park cast by structures, trees, or other facilities. However, the surrounding structures and vegetation do shade Esprit Park under existing conditions, predominately during the morning and evening hours. The existing shadow load shows Esprit Park currently exhibits a total of 31,378,487.00 sf hours of existing shadow on the park. This is 10.58 percent of the total TAAS for Esprit Park.

According to the Shadow Analysis, the proposed project would result in an approximately 0.05 percent increase in net new shadow on the park. This represents a 147,734.0 sf hour reduction of annual sunlight, resulting in a total shadow load on the park of 31,378,487 sf hours. As shown in Table 6, Shadow Impacts on Esprit Park, the proposed project, including existing shadows, would result in a total shadow load on the park of 10.63 percent.

²⁴ CADP, 650 Indiana Street & 800 Indiana Street Combined Shadow Analysis (February 19, 2014). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Table 6 Shadow Impacts on Esprit Park				
	<i>Available</i>	<i>Existing Shadow</i>	<i>New Shadow</i>	<i>Total Shadow</i>
Square-Foot Hours	296,706,366.08	31,378,487.00	147,734.00	31,526,221.00
Percent	100	10.58	0.05	10.63
SOURCE: CADP (2014)				

New project-related shadows would be limited to the northernmost portion of Esprit Park (mainly on the northwestern edge of the open space boundary). This new shadow would cover portions of the park pathway and grass area. Net new shadows would occur from late April through early August, and would be limited to within the last hour of the calculated solar day (sunset, minus one hour). The largest shadow cast by the project would occur on June 21 and would not exceed approximately 11.67 percent of the park.

The average duration of the shadow would be approximately 15 minutes with the range of duration from approximately 43 minutes (June 21) to approximately 8 minutes (August 16). The calendar year duration of the shadow impacts would be from April 19 through to August 16.

On January 9, 2014, a Planning Department staff conducted a site visit to observe how Esprit Park is used on a typical weekday morning. Based on this visit, the park appears to be used primarily by dog walkers and other pedestrians. Given that approximately 50 percent of the park is already shaded by trees, the 20th Street overpass, and adjacent buildings, the limited duration and extent of new shadow coverage resulting from the proposed project is unlikely to materially impair the park's usability. Therefore, the project would not be expected to substantially affect the use or enjoyment of Esprit Park. No other public open space would be affected by the proposed project.

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

As noted above, under Background, the Planning Department is currently processing applications for several proposed projects in the vicinity of the project site. One of these projects, the 800 Indiana Street project, which would be located approximately one block south of the proposed project site, is the only proposed project on the west side of Esprit Park, as is the proposed project. As noted above, it was analyzed in the same Shadow Analysis as the proposed project. As noted in the Shadow Analysis, the 800 Indiana Street project would reduce the available sunlight on Esprit Park by 0.26 percent. This would constitute a 780,946.4 sf hour reduction of sunlight, resulting in a total shadow load on the park of 32,159,433.4 sf hours. The proposed projects, combined with existing shadows, would result in a total shadow load on the park of 10.83 percent. Due to the fact that the

proposed 777 Tennessee Street, 815 Tennessee Street, 888 Tennessee Street, and 901 Tennessee Street projects would be located east of Esprit Park, at no time would the shadows from the 650 Indiana Street or 800 Indiana Street projects intersect with the shadows from these nearby projects.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to shadow, either individually or cumulatively.

Hazards and Hazardous Materials

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

Soil Contamination

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the project site by Stellar Environmental Solutions Inc. in August 2012.²⁵ According to the Phase I, the project site has no Recognized Environmental Condition (RECs) based on regulatory database listings or association with the property as a definitive contaminant source. The Phase I ESA recommended pre-construction soil sampling to determine whether the upper five to six feet of soil should be hauled to a Class I or Class II landfill. The Phase I ESA also recommended that if groundwater de-watering is projected to be part of the construction plan, then grab-groundwater samples should be considered to determine groundwater quality and to evaluate options and cost associated with treatment and/or disposal.

Stellar Environmental Solutions Inc. conducted soil sampling of the site in December 2012. Based on results of the soil sampling, Stellar Environmental recommended that a Soil and Groundwater Management Plan and Project Health and Safety Plan be completed before excavation work is

²⁵ Stellar Environmental Solutions, Inc., *Phase I Environmental Site Assessment, 600–698 Indiana Street, San Francisco, CA* (August, 2012). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

begun.²⁶ While no groundwater is expected to be encountered in this instance the Plan would articulate that. The plans would aim to minimize site worker and surrounding neighborhood exposure to fugitive dust that can be generated during site demolition and grading activities.

Airborne dust that would be generated during excavations may contain naturally occurring asbestos that is typically found in serpentinite. Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Exposure to asbestos can result in health ailments such as lung cancer, mesothelioma (cancer of the lungs and abdomen), and asbestosis (scarring of lung tissues that results in constricted breathing).²⁷ The risk of disease depends upon the intensity and duration of exposure;²⁸ health risk from NOA exposure is proportional to the cumulative inhaled dose (quantity of fibers) and increases with the time since first exposure. A number of factors influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry); however all forms are carcinogens. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.²⁹

To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001, which became effective for projects located within the San Francisco Bay Area Air Basin (SFBAAB) on November 19, 2002. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,³⁰ and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, as discussed in the Air Quality section, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008

²⁶ Stellar Environmental Solutions, Inc., *Pre-Development Property Environmental Assessment Findings: Shallow Soil Sampling for 600–698 Indiana Street, San Francisco, CA* (December 20, 2012). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²⁷ California Air Resources Board, Fact Sheet #1 Health Information on Asbestos (2002). This document is available online at <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf> (accessed February 18, 2014).

²⁸ California Air Resources Board, Naturally Occurring Asbestos, General Information (2002). This document is available online at <http://www.arb.ca.gov/toxics/Asbestos/general.htm> (accessed February 18, 2014).

²⁹ California Air Resources Board, Fact Sheet #1 Health Information on Asbestos (2002). This document is available online at <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf> (accessed April 15, 2013).

³⁰ California Air Resources Board, Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (July 29, 2002).

to reduce fugitive dust generated during construction activities. Dust suppression activities required by the Construction Dust Control Ordinance 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, Sections 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 sf of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mm (0.01 inch) polyethylene plastic (or equivalent) tarp which would need to be braced down, or other equivalent soil stabilization techniques could be used to stabilize stockpiles.

The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Therefore, the proposed project would not result in a significant hazard to the public or environment from exposure to NOA and the proposed project would result in a less than significant impact.

In addition to the requirements in the Construction Dust Control Ordinance, implementation of Eastern Neighborhoods Mitigation Measure K-1 would reduce effects related to hazardous building materials to a less-than-significant level. Additionally, recommendations of the Phase I and the Soil Sampling Survey and compliance with the Analyzing the Soil for Hazardous Waste Ordinance (Maher), which provides guidelines for preparing site history and soil analysis reports and for building permit applicants affected by the San Francisco Public Works Municipal Code, would reduce impact to a less-than-significant levels.

Project Mitigation Measure M-HZ-1 – Hazardous Building Materials (Eastern Neighborhoods FEIR Mitigation Measure K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

For the above reasons, and with implementation of Eastern Neighborhoods Mitigation Measure K-1, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to hazards or hazardous materials, either individually or cumulatively.

MITIGATION AND IMPROVEMENT MEASURES

Mitigation Measures

Project Mitigation Measure M-NO-1 – Construction Noise (Eastern Neighborhoods FEIR Mitigation Measure F-2: Construction Noise). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Mitigation Measure M-HZ-1 – Hazardous Building Materials (Eastern Neighborhoods FEIR Mitigation Measure K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Improvement Measures

Project Improvement Measure I-TR-1 – Residential Transportation Demand Management Program. The Project Sponsor shall implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor must execute an agreement with the Planning Department for the provision of TDM services. The TDM program shall have a monitoring component to ascertain its effectiveness. Recommended components of the TDM program include the following:

TDM Program

The project sponsor should implement the following TDM measures at a minimum:

- **TDM Coordinator:** Provide TDM training to property managers/coordinators. The TDM coordinator should be the single point of contact for all transportation-related questions from residents and City staff.
- **Transportation Information:**
 - > **Move-in packet:** Provide a transportation insert for the move-in packet that includes information on transit service (Muni and BART lines, schedules and fares), information on where transit passes may be purchased, and information on the 511 Regional Rideshare Program.
 - > **Current transportation information:** Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links) for new and existing tenants. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.
 - > **Ride Board:** Provide a “ride board” (virtual or real) through which residents can offer/request rides, such as on the Homeowners Association website and/or lobby bulletin board. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.
- **Bicycle Access:**
 - > **Signage:** Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities.
 - > **Tenant Cooperation:** Encourage retail tenants to allow bicycles in the workplace.
 - > **Safety:** Ensure that bicycle access to the site is safe, avoiding conflicts with automobiles, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-2, Queue Abatement Condition of Approval.

TDM Monitoring

The Planning Department shall provide the TDM Coordinator with a clearly formatted “Resident Transportation Survey” (online or in paper format) to facilitate the collection and presentation of travel data from residents at the following times: (a) one year after 85 percent occupancy of all dwelling units in the new building; and (b) every two years thereafter, based on a standardized schedule prepared and circulated by the Planning Department staff to the TDM Coordinator.

The TDM Coordinator shall collect responses from no less than 33 percent of residents within the newly occupied dwelling units within 90 days of receiving the Resident Transportation Survey from the Planning Department. The Planning Department will assist the TDM Coordinator in communicating the purpose of the survey, and shall ensure that the identity of individual resident responders is protected. The Department shall provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.

The Planning Department shall also provide the TDM Coordinator with a separate “Building Transportation Survey” that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency, etc.). The Building Transportation Survey shall be completed by the TDM Coordinator and submitted to City staff within 30 days of receipt.

The Project Sponsor shall also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. shall be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 a.m. and 8:00 p.m. on both weekdays and weekends.

Bike Sharing

Within 30 days after receiving Planning Commission approval for the subject project, Project Sponsor shall contact Bay Area Bike Share (or its successor entity) to determine whether Bay Area Bike Share would be interested and able to fund and install a new bike share station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas) within six months of the Project Sponsor’s estimated receipt of its Temporary or Final Certificate of Completion for the subject project.

Bay Area Bike Share shall respond by 60 days prior to the Project Sponsor’s meeting with the Transportation Advisory Staff Committee (TASC) for approval of the streetscape design. TASC approval typically occurs at the 90 percent design phase.

If Bay Area Bike Share is not interested in and able to fund and install a new bike share station immediately adjacent to the project site, as indicated in writing, the Project Sponsor shall not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund and install a new bike share station

immediately adjacent to the project site within the time period specified above, the Project Sponsor shall make best efforts to modify its streetscape design to accommodate a new bike share station to the dimensions provided by Bay Area Bike Share, and obtain all city permits necessary to provide such a space immediately adjacent to the project site in the public right-of-way.

If the City agencies responsible for issuing the permits necessary to provide the new bike share station space reject the Project Sponsor's application despite Project Sponsor's best efforts, the Project Sponsor shall not be obligated to provide such space.

Project Improvement Measure I-TR-2 – Queue Abatement Condition of Approval. It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

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

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

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

Project Improvement Measure I-TR-3 – Construction Management. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the proposed

project. The temporary parking demand by construction workers would need to be met on site, on street, or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the project site. Other measures should include sending construction schedule updates to adjacent businesses or residents; development and implementation of construction truck management to minimize the overall number of truck trips to and from the site; avoiding truck trips during peak hours; and coordination with any nearby construction sites, such as 800 Indiana Street, to minimize overlapping peaks in construction trucks or other construction-related traffic.

Project Improvement Measure I-TR-4 – Provision of Keys to First Responders. If the bollards at the entrance to 19th Street west of Indiana Street cannot be removed by first responders without a key, upon installation of the bollards, the project sponsor shall provide bollard keys to first responders to permit emergency access.

Project Improvement Measure I-AQ-1 – Enhanced Ventilation System (Eastern Neighborhoods FEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses). Because the project site is located in proximity to Interstate 280, which is identified as a freeway in the San Francisco General Plan, Transportation Element, the project sponsor should incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, should include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The ventilation system should be designed by an engineer certified by ASHRAE, who should provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor should present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor should also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on September 11, 2013, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. No comments were received during the comment period. However, subsequently, a member of the public expressed concern regarding the potential impacts of the combination of the proposed project with other development in the area, including the potential future development at the site of the existing Cresco equipment rental business located at 700 Indiana Street. The commenter pointed out that the Cresco lease is due to expire in two years. While this CPE takes into account other projects that currently have applications on file with the Planning Department (see discussion under Background), the redevelopment of the Cresco parcel is considered too speculative at this time to address in the cumulative analysis for this project. However, potential future

development on this parcel was considered in the Eastern Neighborhoods FEIR and any future project on the Cresco site would be required to undergo a separate environmental review process.

The same member of the public expressed a concern regarding impacts associated with the potential future demolition of segment of I-280 adjacent to the project site. This possible future project is currently in the development phase and is being studied by the Planning Department as part of the Railyard Alternatives and I-280 Boulevard Feasibility Study. However, the demolition of a segment of I-280 adjacent to the project site is not considered reasonably foreseeable at this time. The Railyard Alternatives and I-280 Boulevard project would be analyzed through a separate environmental review process and is too speculative at this time to include as part of the analysis for the proposed 650 Indiana Street project.

CONCLUSION

The Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed project at 650 Indiana Street. As described above, the proposed project would not have any significant new or more severe impacts not identified in the Eastern Neighborhoods FEIR, nor has any new or additional information come to light that would alter the conclusions of the Eastern Neighborhoods FEIR. Thus, the proposed project at 650 Indiana Street would not have any new significant effects on the environment not previously identified in the Final EIR for the Eastern Neighborhoods Rezoning and Area Plans, nor would any environmental impacts be substantially greater than described in the Eastern Neighborhoods FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, proposed project is exempt from environmental review under PRC Section 15183 and Section 21083.3.

APPENDIX A COMMUNITY PLAN EXEMPTION CHECKLIST



SAN FRANCISCO PLANNING DEPARTMENT

Attachment A Community Plan Exemption Checklist

Case No.: 2012.1574E
Project Address: 650 Indiana Street
Zoning: Urban Mixed Use (UMU)
58-X Height and Bulk District
Block/Lot: 4041/009
Lot Size: 26,600 square feet
Project Sponsor: Michael Yarne, Build, Inc. – (415) 551-7612
Staff Contact: Tania Sheyner – (415) 575-9127
Tania.Sheyner@sfgov.org

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A. PROJECT DESCRIPTION

The project site is located in the Dogpatch neighborhood of San Francisco, within the Central Waterfront area of the Eastern Neighborhoods Plans Area. It is located on the northwest corner of the intersection of Indiana and 19th Streets, on the block bounded by the elevated 18th Street overpass to the north, Indiana Street to the east, 19th Street to the south, and Interstate 280 (I-280) to the west. The approximately 26,600-square-foot (sf) project site is currently occupied by a 14,810 sf, approximately 20-foot-tall warehouse, which is divided into three uses: a sound studio, a storage and staging area used by Greenpeace, and a nightclub (Café Cocomo). The remaining approximately 15,000 sf northern portion of the site is primarily vacant and used as an informal parking and storage space by the site's tenants.

The proposed project would include demolition of all existing structures on the project site and construction of an approximately 97,000-gross-square-foot (gsf) development, consisting of 94,500 gsf of residential uses (for a total of 111 residential units) and approximately 1,900 gsf of ground-floor neighborhood-serving retail uses. The project would be constructed within two architecturally distinct, approximately 58-foot-tall, five-story buildings (the "O" Building at approximately 46,600 sf and the "M" Building at approximately 50,600 sf), which would be separated by a shared approximately 1,800 sf common mid-block alley/bike plaza, over a single-level, approximately 23,400 sf semi-subterranean parking garage. The proposed project would also include conversion of the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new publicly owned plaza (19th Street Pedestrian Plaza).

A more detailed version of the project description is provided in the Certificate of Determination (COD).

B. 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 any such impacts are addressed in the applicable final Programmatic EIR (FEIR) for the plan area.¹ Items checked “Sig. Impact Identified in FEIR” identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked “Project Contributes to Sig. Impact Identified in FEIR.” Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the COD under each topic area.

Items checked “Project Has Sig. Peculiar Impact” identify topics for which the proposed project would result in a significant impact that is peculiar to the proposed project, i.e., the impact is not identified as significant in the FEIR. If any item is checked as this in a topic, these topics will be addressed in a separate Focused Initial Study or EIR.

Any item that was not addressed in the FEIR is discussed in the Checklist. For any topic that was found in the FEIR and for the proposed project to be less than significant (LTS) or would have no impacts, the topic is marked LTS/No Impact and is discussed in the Checklist below.

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

Significant Impact Identified in FEIR

The Eastern Neighborhoods FEIR determined that the Eastern Neighborhoods Rezoning and Area Plans, as adopted, would result in a significant and unavoidable impact on the existing character of the Eastern Neighborhoods Area Plans due to the cumulative loss of Production, Distribution, and Repair (PDR) uses in the plan area. Therefore, Topics 1(a) and 1(b) are discussed in full in the COD.

¹ The FEIR also refers to any Initial Study that was prepared for the FEIR.

The Eastern Neighborhoods FEIR determined that the rezoning and community plans is a regulatory program, not a physical development project; therefore, the rezoning and community plans would not create any new physical barriers in the Eastern Neighborhoods. Furthermore, the Eastern Neighborhoods FEIR determined that the rezoning would not conflict with any applicable land use policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

No Significant Project-Specific Impacts

The proposed project would not create any new physical barriers in the Eastern Neighborhoods. The two existing structures on the site would be replaced with two new, 58-foot-tall, five-story buildings consisting of residential and neighborhood-serving retail uses, and the existing 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street would be converted into a new publicly owned plaza. Consequently, the proposed project would not physically disrupt or divide the project area or individual neighborhoods or subareas.

The project site is in the Central Waterfront Plan Subarea of the San Francisco General Plan and is in the Urban Mixed Use (UMU) zoning district, which is designed to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially zoned area. Permitted uses within the UMU zoning district include PDR uses such as light manufacturing, home and business services, arts activities, warehouses, and wholesaling. Additional permitted uses include retail, residential, educational facilities, nighttime entertainment and motor vehicle services. The proposed project's residential and retail uses are consistent with the uses permitted within the UMU zoning district.²

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to land use, either individually or cumulatively.

² *Community Plan Exemption Eligibility Determination, Current Planning*, Jeff Joslin, Director of Current Planning, February 25, 2014. This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
2. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting?	<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 checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area or that would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that implementation of the design policies of the area plans would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area or that would substantially impact other people or properties. No mitigation measures were identified in the FEIR with respect to this environmental topic.

No Significant Project-Specific Impacts

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics in determining the significance of project impacts under CEQA.³ Information about the appearance of the proposed project is included in the Project Description.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to aesthetics, either individually or cumulatively.

Topic	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/No Impact
3. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population and density resulting from implementation of the Plan would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

The project site currently contains a 14,810 sf warehouse, which currently houses a sound studio, storage space, and a nightclub. No housing currently existing on the site. The proposed project would increase the population on site by constructing 111 dwelling units. This increase in population would not be expected to have an adverse physical environmental impact because the number of housing units proposed by the project would not result in substantial population growth or displace existing housing or people. Further, any increase in population would be within the scope of growth anticipated in the Eastern Neighborhoods FEIR analysis.

³ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 650 Indiana Street* (February 14, 2014). This document is available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The proposed project is not anticipated to create a substantial demand for increased housing, as the retail uses proposed by the project are expected to be neighborhood-serving, and would not be sufficient in size or scale to generate such demand. Additionally, the proposed project would not displace substantial numbers of people because no residences currently exist on the project site. As such, construction of replacement housing would not be necessary.

The Eastern Neighborhoods FEIR concluded that an increase in population in the Area Plan is expected to occur as a secondary effect of the proposed rezoning. However, any population increase would not, in itself, result in adverse physical effects. Moreover, the implementation of the Plan would serve to advance some key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. As noted above, the proposed project would not induce substantial population growth and any increase in population would be within the scope of the Eastern Neighborhoods FEIR analysis.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to population and housing, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the <i>San Francisco Planning Code</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR identified potentially significant archeological resource impacts related to the greater potential for the disturbance of soils below the existing surface. The Eastern Neighborhoods FEIR also anticipated that program implementation may result in demolition of buildings identified as historical resources, and found this impact to be significant and unavoidable. For a discussion of this Topic, refer to the COD.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in a significant impact with regard to archeological resources or historic architectural resources. For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to cultural resources, either individually or cumulatively.

Topic	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/No Impact
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 nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, Topic 5c is not applicable.

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR anticipated that growth resulting from the implementation of the Plan would result in significant and unavoidable impacts on traffic and transit ridership. For a discussion of Topics 5a, b, and f, refer to the COD.

The Eastern Neighborhoods FEIR determined that the Plan would result in less-than-significant impacts to parking and loading, pedestrian and bicycle conditions, and construction.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in any new significant or more severe impacts on traffic and circulation, transit, parking, loading, or pedestrian and bicycle safety that were not identified in the Eastern Neighborhoods FEIR.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to transportation and circulation, either individually or cumulatively.

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

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, Topics 6e and f are not applicable.

Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR identified significant construction noise impacts resulting from pile driving and other construction activities that would occur as a result of implementation of the Plan. In addition, the Eastern Neighborhoods FEIR identified potential conflicts and significant impacts from short-term or long-term noise levels that could prove disruptive to occupants of new residential development and other noise-sensitive uses in proximity to noisy uses such as PDR,

retail, entertainment, cultural/institutional/educational uses, and office uses. For a discussion of Topics 6a, b, c, d, and g, refer to the COD.

The Eastern Neighborhoods FEIR noted that the two airport-related criteria are not relevant because the Area Plan is located more than two miles from the San Francisco International Airport and not located near a private air strip.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in a significant project-specific impact with regard to construction noise or potential conflicts with occupants of noise-sensitive uses.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to noise, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
7. AIR QUALITY				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Significant Impacts Identified in FEIR

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 and toxic air contaminants 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. For a discussion of Topics 7a, b, c, d, and e, refer to the COD.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in a peculiar impact with regard to construction- or operational-related air pollutant emissions nor would it conflict with the applicable air quality plan.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to air quality, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
8. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin). BAAQMD is responsible for attaining and maintaining air quality in the Air Basin within federal and State air quality standards. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable federal and State standards. The BAAQMD assists CEQA lead agencies in evaluating the air quality impacts of projects and plans proposed in the Air Basin.

Subsequent to the Eastern Neighborhoods FEIR, the BAAQMD prepared guidelines that provided new methodologies for analyzing air quality impacts, including greenhouse gas (GHG) emissions. The following analysis is based on the findings in the Eastern Neighborhoods FEIR and incorporates BAAQMD's methodology for analyzing GHG emissions as well as other amendments to the CEQA Guidelines related to GHGs.

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR assessed the GHG emissions that could result from rezoning of the plan area under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B,

and C would result in GHG emissions on the order of 4.2, 4.3, and 4.5 metric tons of carbon dioxide equivalents per service population,⁴ respectively.⁵ The FEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. The FEIR adequately addressed GHG emissions and the resulting emissions were determined to be less than significant. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

The proposed project would include demolition of all existing structures on the project site and construction of approximately 94,500 gsf of residential uses (for a total of 111 residential units), approximately 1,900 gsf of ground-floor neighborhood-serving retail uses (with 1,700 sf corner retail space at 19th and Indiana Streets and a 200 sf bike repair shop located adjacent to the mid-block alley in the “M” Building), and an approximately 23,400 sf semi-subterranean parking garage. The project would also include conversion of the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new publicly owned plaza (19th Street Pedestrian Plaza).

The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Construction of the proposed project is estimated at approximately 21 months, including completion of the 19th Street Pedestrian Plaza. Proposed project operations would generate both direct and indirect GHGs. Direct operational emissions would be from vehicle trips and area sources (natural gas combustion). Indirect emissions would be from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

As discussed above, the BAAQMD prepared new guidelines and methodologies for analyzing GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified GHG Reduction Strategy, as defined in the BAAQMD’s studies. On August 12, 2010, the San Francisco Planning Department submitted a draft of San Francisco’s *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.⁶ This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s Qualified GHG Reduction Strategy in compliance with the BAAQMD’s studies.

⁴ Service population is the equivalent of total number of residents plus employees.

⁵ 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 metric. This document is available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁶ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco* (2010). The final document is available online at <http://www.sfplanning.org/index.aspx?page=1570>.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's studies and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB (Assembly Bill) 32 goals, and also serve as a model from which other communities can learn."⁷ San Francisco's collective policies and programs have resulted in a 14.5 percent reduction in GHG emissions compared to 1990 levels.⁸

Based on the BAAQMD's studies, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce GHG emissions.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*.⁹

⁷ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department (October 28, 2010). This letter is available online at <http://www.sfplanning.org/index.aspx?page=1570> (accessed November 12, 2010).

⁸ San Francisco Department of Environment (DOE), "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE, and Wade Wietgreffe, San Francisco Planning Department (June 7, 2013). This document is available online at <http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo>.

⁹ San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis: Table 1, Private Development Projects. This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103..

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to greenhouse gas emissions, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
9. WIND AND SHADOW				
Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significant Impact Identified in FEIR

The Eastern Neighborhoods FEIR found that the rezoning would result in potential significant and unavoidable shadow impacts, due to the potential new shadow on parks without triggering *Planning Code* Section 295. Therefore, for a discussion on Topic 9b, see the COD.

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The Eastern Neighborhoods FEIR determined the rezoning and community 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 mitigated to a less-than-significant level. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in any new significant or more severe impact with regard to shadows that were not identified in the Eastern Neighborhoods FEIR.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to trigger significant wind impacts. The project would be constructed within two architecturally distinct, five-story buildings. The buildings would be approximately 62 feet tall at the top of parapet above the grade of the street. Based upon Planning Department experience in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to generate significant wind impacts, and a wind analysis was not deemed necessary for the proposed project. No wind or shadow impacts would be associated with the public plaza component of the project.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to wind and shadow, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
10. RECREATION				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated population increase that would be facilitated by the implementation of the Plan would not result in substantial or accelerated physical deterioration of existing neighborhood and regional parks or other recreational resources or require the construction or expansion of recreational facilities that may have a significant adverse effect on the environment. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

The proposed project would introduce approximately 94,500 sf of residential and approximately 1,900 sf of neighborhood-serving retail uses to the project site as well as convert the terminus of 19th Street into a pedestrian plaza. Such uses would be consistent with the projected growth assumptions analyzed in the Eastern Neighborhoods FEIR. Therefore, the increase in residential population associated with the proposed project would not increase use of park and other recreational facilities beyond what was anticipated in that document such that increased demand would result in substantial deterioration of existing facilities or the need for new or expanded recreational facilities. For these reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to recreation, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
11. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would result in less-than-significant impacts to utilities, including water, wastewater and stormwater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

The proposed project would result in 111 new residential units and approximately 1,900 sf of retail space (in addition to various streetscape improvements). The project would also convert the existing terminus of 19th Street into a pedestrian plaza. The Eastern Neighborhoods FEIR considered the rezoning of the project site in its analysis of demand for utilities and service systems. Thus, the uses proposed by the project would be among the uses anticipated in the Eastern Neighborhoods FEIR to be added with implementation of the Eastern Neighborhoods Area Plans. Therefore, the project is consistent with the projected growth assumptions considered in the Eastern Neighborhoods FEIR and would not create demand for water, wastewater collection and treatment, or solid waste collection and disposal facilities beyond what was already discussed and analyzed in the FEIR. For these reasons, the proposed project the proposed project would not result in significant new or more

severe impacts that were not identified in the Eastern Neighborhoods FEIR related to utilities and service systems, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
12. PUBLIC SERVICES				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated increase in population as a result of Plan implementation would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR. Impacts on parks and recreation are discussed under Topics 9 and 10.

No Significant Project-Specific Impacts

The proposed project would include demolition of all existing structures on the project site and construction of approximately 94,500 gsf of residential uses (for a total of 111 residential units), approximately 1,900 gsf of ground-floor neighborhood-serving retail uses, and an approximately 23,400 sf semi-subterranean parking garage. The project would also include conversion of the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new publicly owned plaza (19th Street Pedestrian Plaza). As discussed above, under Population and Housing, the increase in residential and retail uses is consistent with the projected growth assumptions included in the Eastern Neighborhoods FEIR and would not result in any impacts to the provision of public services beyond what was already considered in that programmatic document. For these reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to public services, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR found that Plan implementation would not result in significant impacts to biological resources. The project area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Plan Area would largely consist of new construction of housing in these heavily developed, former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Eastern Neighborhoods FEIR concluded that Plan implementation would not result in any significant effects related to biological resources. No mitigation measures were identified.

No Significant Project-Specific Impacts

The proposed project site is completely covered by existing buildings and parking areas. Moreover, the site is located in a densely built urban environment with minimal vegetation. Similar to the rest of the Eastern Neighborhoods plan area, the project site does not support or provide habitat for any rare or endangered wildlife species, animal, or plants or habitat. Sixteen trees are currently located on Indiana Street in front of the project site. All 16 existing street trees would be removed during

project construction. Per San Francisco Public Works Code Article 16, the project sponsor would be required to obtain a tree removal permit from the San Francisco Department of Public Works prior to project construction.

Removal of existing trees would not result in removal of any “significant” trees¹⁰ or disturbance of special-status species. Project landscaping would include 23 new trees. Twenty-one of those trees would be planted along the Indiana Street frontage and two new trees would be planted within the project site’s interior. Vegetation proposed as part of the project would include native and drought-tolerant species that would meet SFPUC requirements for storm water treatment. All landscaping installed within and surrounding the project site, including within the 19th Street Pedestrian Plaza, would meet the landscaping and street tree requirements of *Planning Code* Section 138.1(c)(2), which may require sidewalk landscaping and other streetscape elements as identified in the Better Streets Plan.

The proposed project also would be required to comply with the City’s Standards for Bird-Safe Buildings, which require the new buildings to incorporate bird-safe design features to reduce potential impacts due to bird strikes. There are no habitat conservation plans applicable to the project site. Based on the above, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to biological resources, either individually or cumulatively.

¹⁰ As defined in *San Francisco Public Works Code* Article 16, significant trees are located on private property, but within 10 feet of the public right-of-way, and also meet any one of the following size requirements: 20 feet or greater in height, 15 feet or greater canopy width, or 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

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

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR concluded that Plan implementation would 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 risk to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the FEIR concluded that the project would not result in significant impacts to geology. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

A geotechnical investigation was prepared for the proposed project. The following discussion relies on the information provided in the geotechnical investigation.¹¹

Existing grades on the project site vary in elevation from 32 feet at the southwestern corner to 26 feet at the northeastern corner. The site is underlain by a one- to three-foot layer of sandy soil over bedrock consisting of serpentinite, greywacke sandstone, siltstone, and sandstone. Underlying sandy soils, consisting of varying amounts of silt, clay, and gravel, have varying degrees of expansion potential.

The major active faults in the project area are the San Andreas, San Gregorio, and Hayward Faults. The closest active fault segment to the project site is located approximately seven miles to the west. The project site does not lie within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known active or potentially active faults exist on the site. Therefore, the risk of surface faulting and consequent secondary ground failure would be minimal. During a major earthquake on a segment of one of the nearby faults, very strong shaking could occur at the project site. Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction, lateral spreading, and seismically induced densification.

The site is not within a designated liquefaction hazard zone as mapped by the California Division of Mines and Geology (CDMG) prepared in accordance with the Seismic Hazards Mapping Act. The potential for liquefaction and lateral spreading at the site is low.

The Geotechnical Investigation concluded that the proposed project would be feasible with implementation of measures recommended to address the following issues:

- The presence of expansive soil and rock
- Maintaining vertical and horizontal support of the excavation during construction
- Intercepting localized groundwater within fractures and seams of the bedrock, where appropriate

To address these issues, the project sponsor has agreed to implement the measures recommended and described in greater detail in the geotechnical investigation, subject to DBI permitting. Among the recommendations included in the geotechnical investigation were that footings for the proposed buildings should be at least 18 to 24 inches wide and supported on rock, and that floor slabs should be placed on engineered fill or bedrock. The investigation also recommended that at least six inches of Class 2 aggregate base rock be placed beneath proposed exterior flatwork, including patio slabs and sidewalks, and that base rock extend at least two feet beyond slab edges. In general, the

¹¹ Treadwell & Rollo, *Geotechnical Investigation for 650 Indiana Street San Francisco, CA* (February 8, 2013). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

geotechnical investigation found that from a geotechnical standpoint the proposed project is feasible provided that the listed concerns are addressed in final project design.

The proposed project would be required to incorporate these recommendations into the final building design through the building permit review process. Through this process, the Department of Building Inspection (DBI) would review the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code provisions regarding structure safety. Past geological and geotechnical investigation would be available for use by DBI during its review of building permits for the project site. Also DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to geology and soils, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
15. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR

The Eastern Neighborhoods FEIR determined that implementation of the Plan would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the FEIR.

No Significant Project-Specific Impacts

In 2007, the Federal Emergency Management Agency (FEMA) issued preliminary Flood Insurance Rate Maps (FIRMs) for review and comment by the City.¹² The preliminary FIRMs identify: 1) Special Flood Hazard Areas (SFHAs), areas that are subject to inundation during a flood having a one-percent chance of occurrence in a given year (also known as a “base flood” or “100-year flood”); 2) Zone A (areas of coastal flooding with no wave hazard; or waves less than three feet in height); and 3) Zone V (areas of coastal flooding subject to the additional hazards associated with wave action).¹³ The project site is not located within a SFHA, Zone A, or Zone V.^{14,15} As a result, the project would not result in a significant impact with respect to flooding including coastal flooding.

The Eastern Neighborhoods FEIR also concluded that with the implementation of requirements in the City’s Industrial Waste Ordinance, the impacts to groundwater would be less than significant. The project would be subject to the City’s Industrial Waste Ordinance, which requires that groundwater meet specified water quality standards before it is discharged into the sewer system. Therefore, the project’s impacts to groundwater would be less than significant.

Effects related to water resources would not be significant, either individually or cumulatively. The project would be subject to the Stormwater Management Ordinance, which became effective May 22, 2010. As addressed in Public Works Code Section 147.2, stormwater design guidelines have been instituted to minimize the disruption of natural hydrology. In compliance with the Stormwater Management Ordinance, the project would maintain or reduce the existing volume and rate of stormwater runoff discharged from the site by implementing and installing appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before they enter the combined sewer collection system. In addition, the stormwater management system would capture and treat stormwater runoff and mitigate stormwater quality effects by promoting treatment or infiltration of stormwater runoff prior to discharging to the separate sewer system and entering the bay or ocean.

¹² Federal Emergency Management Agency (FEMA), Preliminary Flood Insurance Rate Map (FIRM), City and County of San Francisco, California, Panel 120 of 260, Map Number 0675C0120A (September 21, 2007). This map is available online at <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2672> (accessed February 18, 2014).

¹³ City and County of San Francisco, Office of the City Administrator, *National Flood Insurance Program Flood Sheet* (January 25, 2012). This file is available online at <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=7520> (accessed February 18, 2014).

¹⁴ Federal Emergency Management Agency (FEMA), Preliminary Flood Insurance Rate Map (FIRM), City and County of San Francisco, California, Panel 120 of 260, Map Number 06075C0120A (September 21, 2007). This map is available online at <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2672> (accessed February 18, 2014).

¹⁵ City and County of San Francisco, Office of the City Administrator, Final Draft San Francisco Interim Floodplain Map, Northeast (July 2008). This map is available online at <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=1785> (accessed February 18, 2014).

The existing project site is completely covered by existing buildings and parking/storage areas. The proposed project would construct two new buildings that would take up the majority of the project site, as well as convert the existing terminus of 19th Street to a pedestrian plaza. Groundwater is estimated to be approximately 16 feet below ground surface. 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 shall 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 may 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.

The proposed project would not increase the amount of impervious surface area on the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be required to implement Low Impact Design (LID) approaches and stormwater management systems in compliance with the Stormwater Design Guidelines. Therefore, the proposed project would not have significant runoff and drainage impacts. For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to hydrology or water quality, either individually or cumulatively.

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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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR

The Eastern Neighborhoods FEIR determined that development resulting from the Plan may involve demolition or renovation of existing structures that may contain hazardous building materials, such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2-ethylhexyl) phthalate (DEHP) and fluorescent lights containing mercury vapors, that were commonly used in older buildings and that could present a public health risk if disturbed during an accident or during demolition or renovation. Topic 16c is discussed in the Certificate of Exemption.

The Eastern Neighborhoods FEIR determined that the rezoning of currently zoned industrial (PDR) land to residential, commercial, or open space uses in the Eastern Neighborhoods would result in the incremental replacement of some of the existing nonconforming business with development of these other land uses. This could result in exposure of the public or the environment to hazards, but existing regulations would reduce impacts to less-than-significant levels, with the exception of those hazardous materials and waste addressed in the COD. In addition, the FEIR also determined that the rezoning and community plans would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures

to a significant risk of loss, injury, or death involving fires. Lastly, the FEIR determined that the project area 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, the implementation of the Plan would have no adverse effects in terms of air safety.

No Significant Project-Specific Impacts

As discussed in the COD, the proposed project would not result in a significant impact with regard to emitting hazardous building materials during demolition. Moreover, the project site is not within any adopted airport land use plan or private airstrip. The project site is not located in an area subject to wildland fires.

The project site was developed as early as 1914 with the Herbert-Vogel & Mark Company Cooperage and Tank Factory and with the Mortensen Construction Company, Structural Iron Works. A fuel storage tank is indicated in the facility, but in an area that is about 50 feet off site to the west of the present day boundary of parcel 010 (600 Indiana Street). The status of the existence of the historic fuel storage tank is unknown. The only historic record indicating the existence of the tank is a 1914 Sanborn Map; later maps do not depict it. The site is not listed in any commercially available database as being a location where hazardous materials are used, generated, or as having had a reported release of hazardous materials or documented environmental contamination.

Based on local topography, groundwater beneath the project site and surrounding area would be expected to flow in an easterly direction. Groundwater in the vicinity of the project site ranges in depth from approximately five to 16 feet. The existing warehouse was constructed in approximately 1980, predating the 1990 passage of federal regulations prohibiting the use of asbestos containing materials (ACMs) in buildings. Therefore, it is possible that building materials on the subject property contain asbestos.

The proposed project includes demolition of all existing structures on the project site and construction of approximately 94,500 gsf of residential uses, approximately 1,900 gsf of ground-floor neighborhood-serving retail uses, approximately 11,700 sf of open space, and an approximately 23,400 gsf basement-level parking garage. The project would also include conversion of the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new publicly owned plaza. The proposed project would include uses that would not routinely handle hazardous materials with the exception of general household cleaners and similar products. Maintenance of landscaping could also result in the use of small amounts of herbicides and/or pesticides, but these would not be used in quantities sufficient to present a risk to people or the environment, or emit hazardous emissions within 0.25 mile of an existing or proposed school. Compliance with hazardous materials and waste regulations would minimize the risk for accidental releases and would ensure safe handling of hazardous materials and wastes at permitted facilities. Furthermore, new businesses introduced to the project area would implement newer and improved technology for handling and storage of hazardous materials that would further reduce the risk of a

release that could affect public health or the environment. Similar to existing conditions, any business that handles or stores hazardous materials or petroleum products would be required to comply with the requirements of the City's hazardous materials handling requirements specified in San Francisco Health Code Article 21. Appropriate emergency access as required by the *Planning Code* would be maintained at all times during both construction and operation.

Because the project site is located within an area currently and historically zoned for industrial use and within 100 feet of current or historical underground tanks, the project is subject to Health Code Article 22A, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA¹⁶ and a Phase II Pre-Development Property Environmental Assessment¹⁷ have been prepared to assess the potential for site contamination. The Phase I ESA found that, based on historical industrial use of the subject property and surrounding area, pre-construction soil sampling should be conducted to determine whether soil excavated during project construction should be hauled to a Class I or Class II landfill. Based on the unknown status of the offsite, upgradient fuel tank, and on the results of subsequent soil sampling, preparation of a Soil and Groundwater Management Plan (S&GWMP) and Project health and Safety Plan was recommended to be completed before excavation work is begun. As part of the S&GWMP, it is recommended that if groundwater de-watering is projected to be part of the construction plan, then grab-groundwater samples should be considered to determine groundwater quality and to evaluate options and cost associated with treatment and/or disposal. These plans also would include measures to minimize site worker and surrounding neighborhood exposure to fugitive dust that can be generated during site demolition and grading activities.

The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with Health Code Article 22A. As a result, the proposed project would not result in significant impacts related to hazardous materials. For the above reasons, the proposed project would not result in significant new or more severe impacts that

¹⁶ Stellar Environmental Solutions, Inc., *Phase I Environmental Site Assessment*, 600–698 Indiana Street, San Francisco, CA (August, 2012). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁷ Stellar Environmental Solutions, Inc., *Pre-Development Property Environmental Assessment Findings: Shallow Soil Sampling for 600–698 Indiana Street, San Francisco, CA* (December 20, 2012). This document is on file and available for review as part of Case File No. 2012.1574E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

were not identified in the Eastern Neighborhoods FEIR related to hazards or hazardous materials, either individually or cumulatively.

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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 checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities that result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that the anticipated development and population increases that would occur as a result of Plan implementation would not result in a significant impact to mineral and energy resources and would also not result in 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 *California Code of Regulations* Title 24 enforced by the Department of Building Inspection. The project area does not include any natural resources routinely extracted and the rezoning does not provide for any natural resource extraction activities. Therefore, the Eastern Neighborhoods FEIR concluded that Plan implementation would not result in a significant impact to mineral and energy resources. No mitigation measures were identified in the FEIR.

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

No Significant Project-Specific Impacts

The proposed project is consistent with the projected growth assumptions resulting from Plan implementation and would not result in any impacts to mineral and energy resources beyond those already addressed in the programmatic document. No operational mineral resource recovery sites exist on the project site. The energy demand for the proposed project would be typical for such a project and would meet, or exceed, current state or local codes and standards concerning energy consumption, including California Code of Regulation Title 24, enforced by the Department of Building Inspection.

For the above reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to mineral or energy resources, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
18. AGRICULTURE AND FOREST RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods FEIR determined that no agricultural resources exist in the Plan Area; therefore, anticipated development and population increases within the Eastern Neighborhoods

Plan Area that would result from implementation of the Plan would not result in a significant impact to agriculture resources. No mitigation measures were identified in the FEIR. The FEIR did not analyze effects on forest resources.

No Significant Project-Specific Impacts

The project site currently contains a 14,810 sf, approximately 20-foot-tall warehouse, which is divided into three uses: a sound studio, a storage and staging area, and a nightclub (Café Cocomo). No agricultural, forest, or timberland resources are located within the project site or surrounding area. For these reasons, the proposed project would not result in significant new or more severe impacts that were not identified in the Eastern Neighborhoods FEIR related to agricultural or forest resources, either individually or cumulatively.

<i>Topic</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
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 type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significant Impacts Identified in FEIR

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 land supply), transportation (traffic impacts at nine intersections and transit impacts), cultural resources (demolition of historical resources), and shadow (impacts on parks).

No Significant Project-Specific Impacts

The proposed project would include demolition of all existing structures on the project site and construction of an approximately 97,000 gsf development, consisting of 94,500 gsf of residential uses, approximately 1,900 gsf of ground-floor neighborhood-serving retail uses and approximately 11,700 sf of open space, as well as an approximately 23,400 gsf basement-level parking garage. The project would also include conversion of the approximately 8,900 sf dead-end portion of the 19th Street public right-of-way west of Indiana Street into a new pedestrian plaza. As discussed in this document and the CPE COD, the proposed project would not result in new significant environmental effects, or effects of greater severity than were already analyzed and considered in the Eastern Neighborhoods FEIR.

C. DETERMINATION

On the basis of this Checklist:

- ☒ 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 March 28, 2014



Sarah B. Jones, Environmental Review Officer
for
John Rahaim, Director of Planning

