



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2013.0614E
Project Address: 600 South Van Ness Avenue
Zoning: UMU (Urban Mixed Use) District
58-X Height and Bulk District
Block/Lot: 3575/070
Lot Size: 9,496 square feet
Plan Area: Eastern Neighborhoods (Mission Plan Area)
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PROJECT DESCRIPTION

The 9,496-square-foot (sf) project site is located on the northeast corner of the block bounded by South Van Ness Avenue, 18th Street, Capp Street, and 17th Street in the Mission District neighborhood. The proposed project would involve: 1) demolition of an existing, 14-foot-tall, one-story, 1,750-sf former auto repair building (currently not in use) and a 29-space, 7,750-sf parking lot; and 2) construction of a 58-foot-tall (plus 9-foot-tall stair penthouse and 12-foot-tall elevator penthouse), five-story, approximately 34,715-sf mixed-use building. The proposed building would provide: 1) 27 dwelling units including 15 one-bedroom units and 12 two-bedroom units on floors two through five (Figures 3-6); 2) approximately 3,060 sf of retail space on the ground floor level (Figure 2); 3) 17 off-street parking spaces on the ground floor level; and 4) 27 Class I bicycle parking spaces on the ground floor level (Figure 2). Open space would be provided on seven private roof decks, two private decks at the 2nd floor, and common open space on the 2nd floor for the remaining 18 units (Figure 1). The proposed project would provide a total of ten street trees, five on 17th Street and five on South Van Ness Avenue. Access to the ground floor parking spaces would be provided by a new curb cut proposed along 17th Street. Figures 7 and 8 depict elevations of the proposed project along the South Van Ness Avenue and 17th Street frontages, respectively. Construction would last approximately 12 months and the project would meet the San Francisco Green Building Code requirements. The project would require a mat a mat slab foundation supported, in turn, by compaction grouted sand from a depth of approximately 5 feet (ft) below ground surface (bgs) to a depth of approximately 19-24 ft. bgs.

The proposed project would require the following approvals:

Actions by the Planning Commission

- Large Project Authorization per Section 329 of the Planning Code

Actions by other City Departments

- Demolition and New Construction Building Permits (Department of Building Inspection)

Approval of the Section 329 application by the Planning Commission would constitute the Approval Action date. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Figure 1: Proposed Site Plan

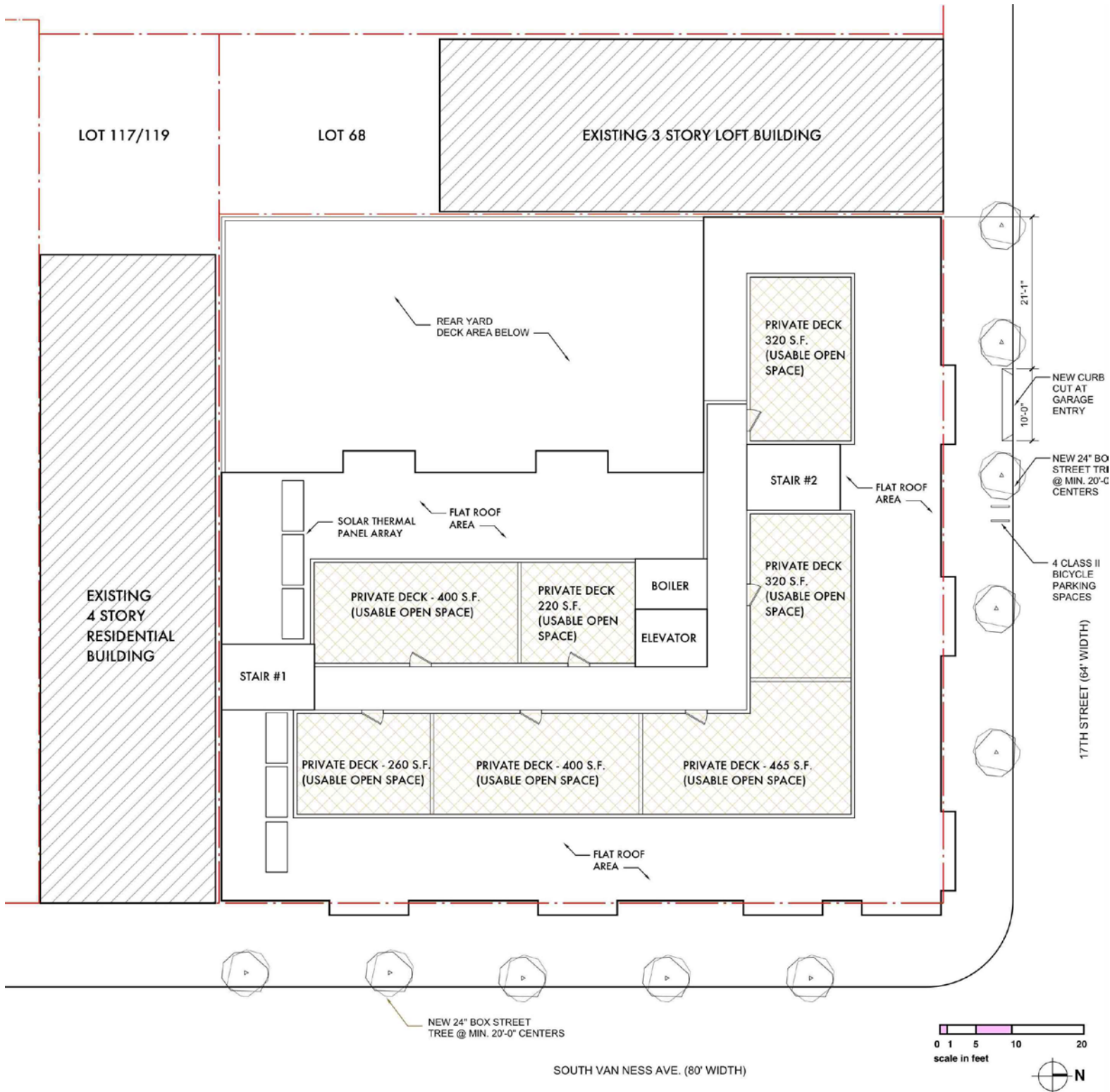
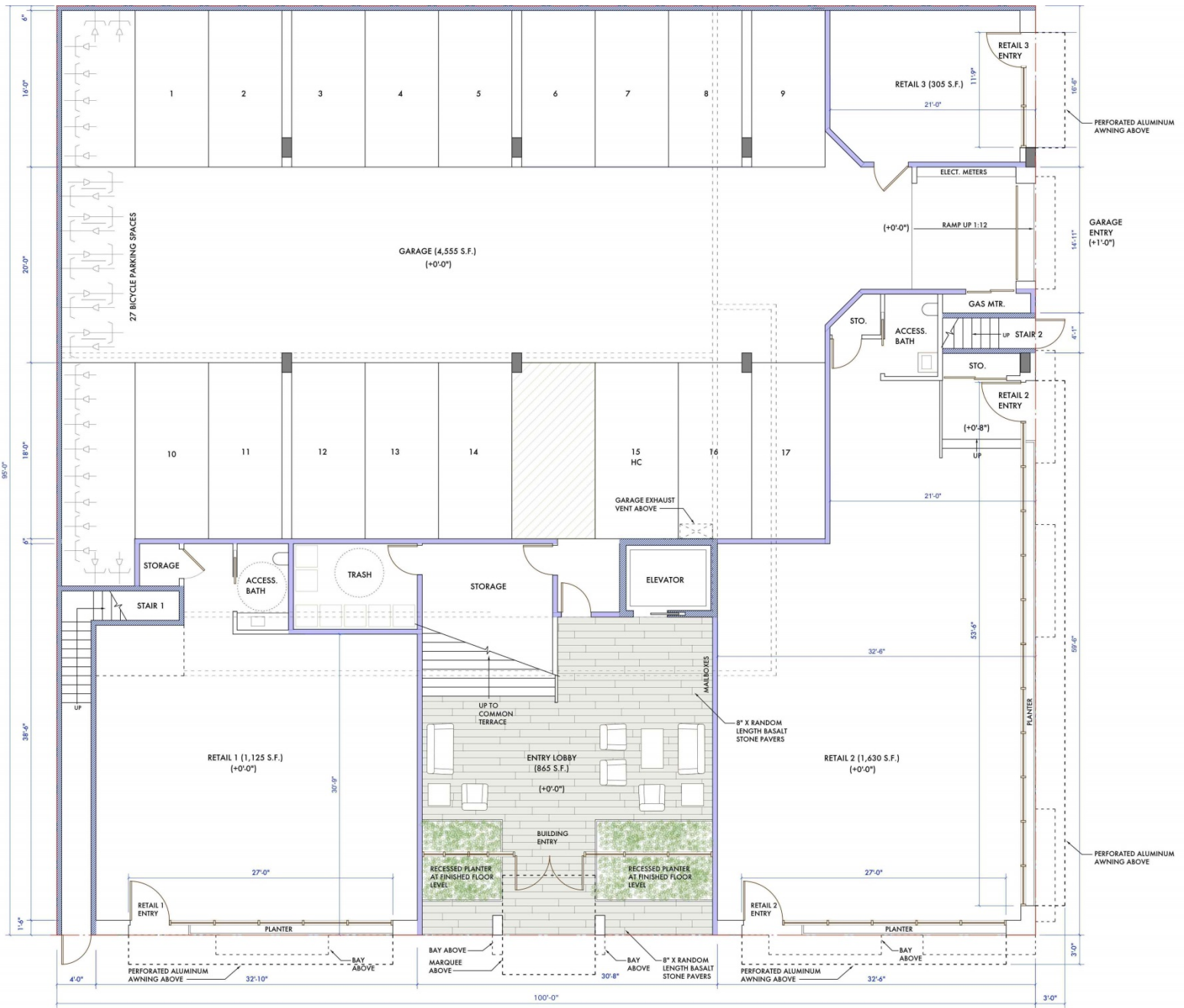


Figure 2: Ground Floor Plan



GROUND FLOOR PLAN

Figure 4: 3rd Floor Plan

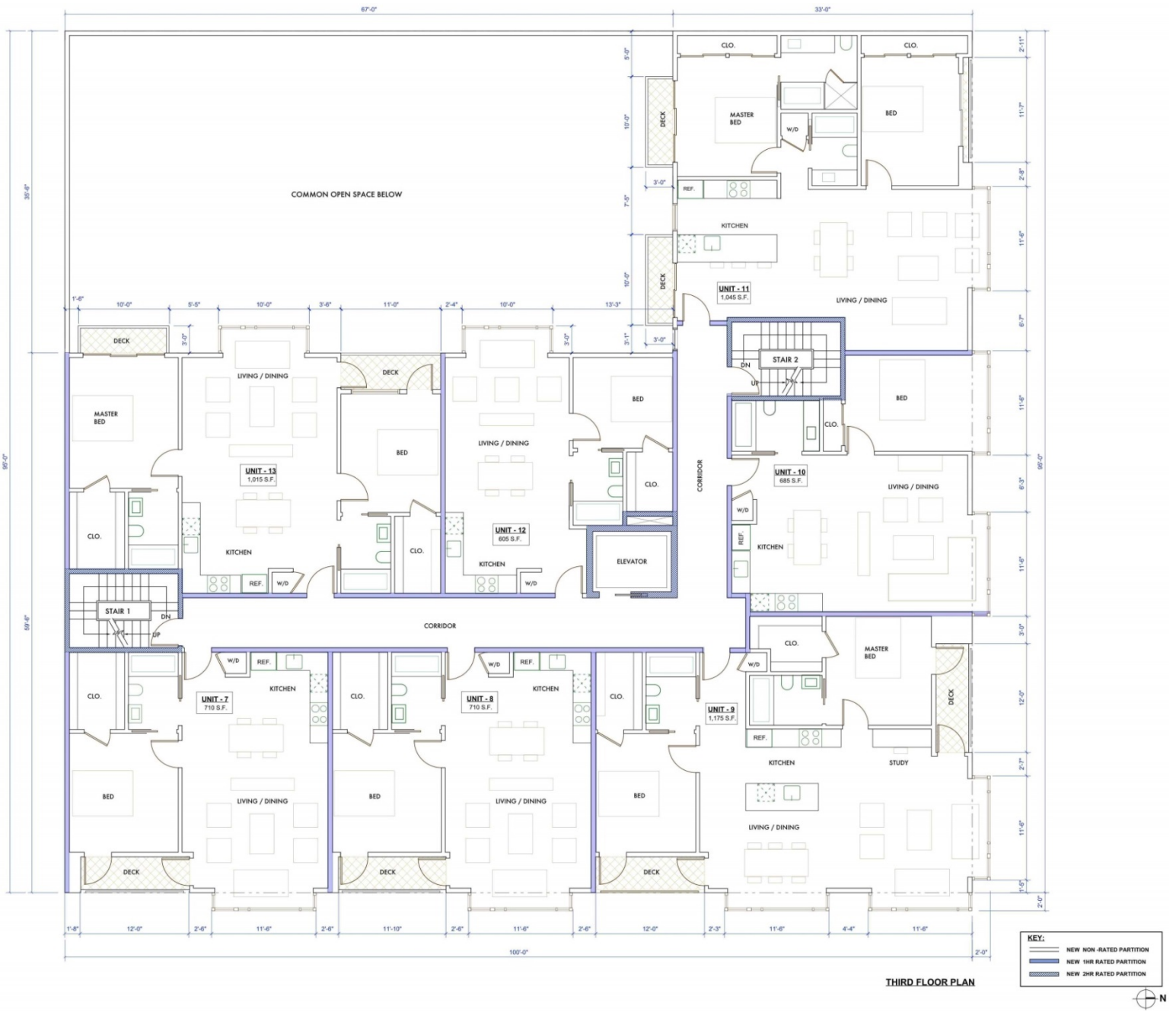


Figure 5: 4th Floor Plan

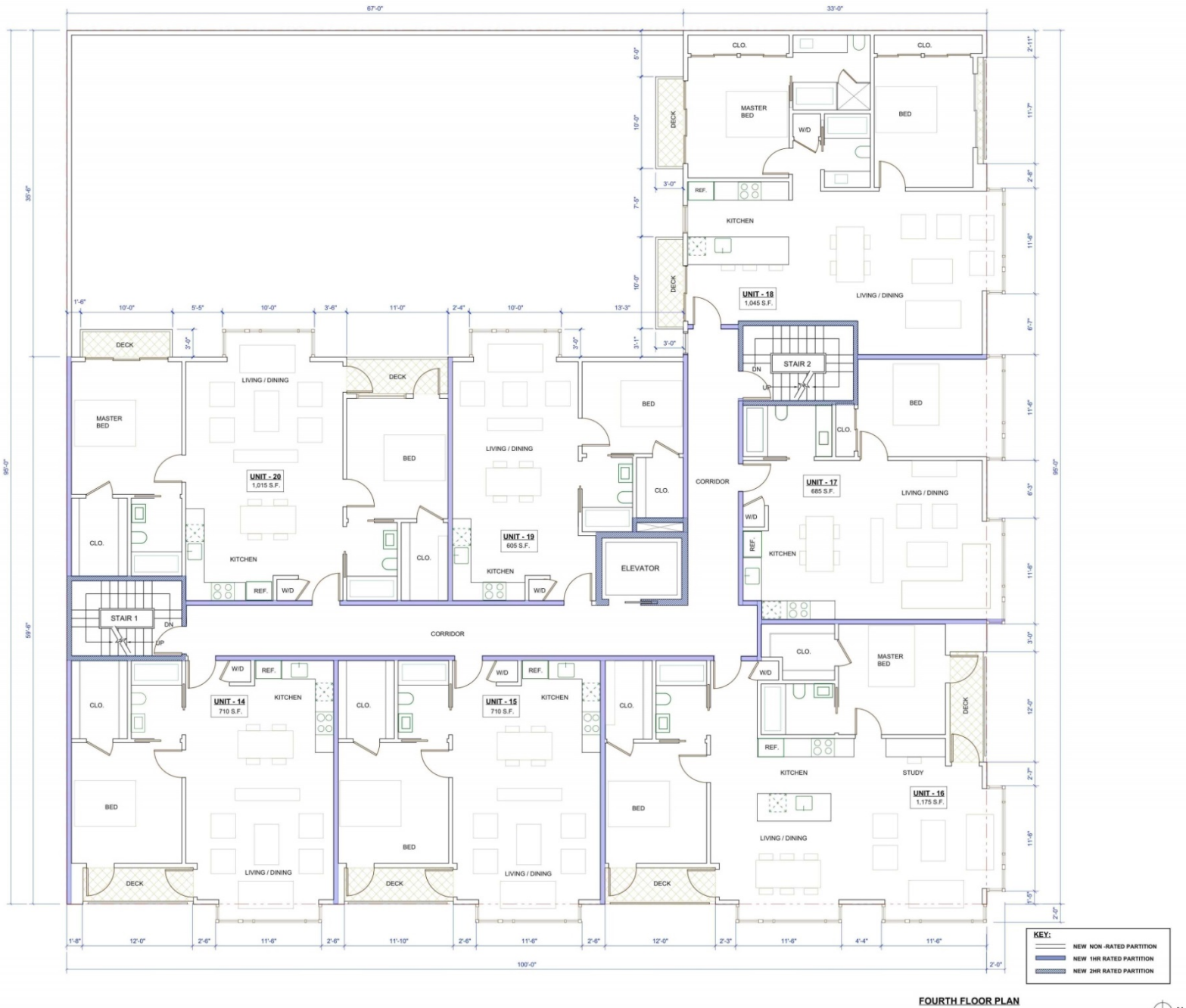


Figure 6: 5th Floor Plan

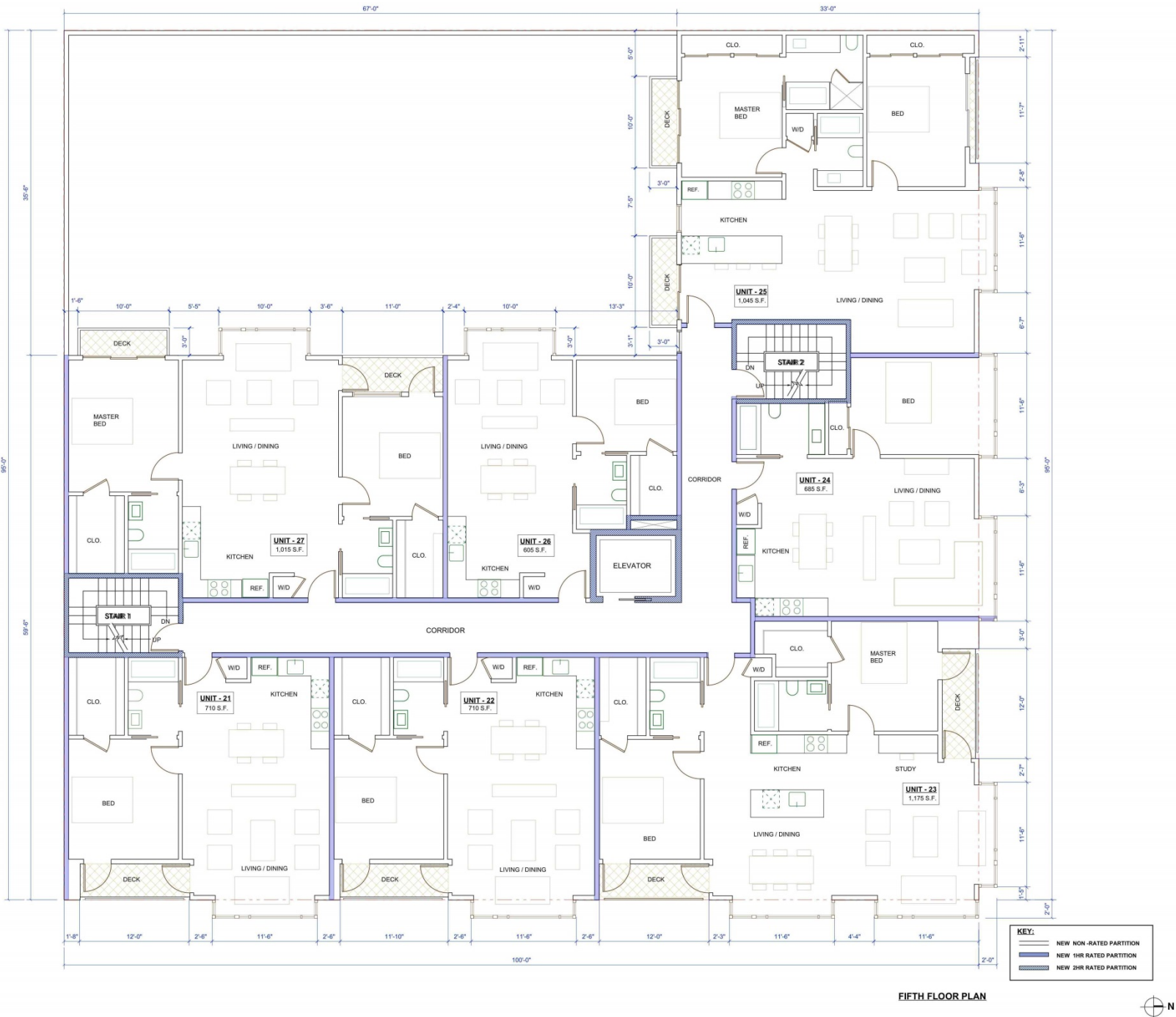


Figure 7: South Van Ness Avenue Elevation



Figure 8: 17th Street Elevation



PROJECT SETTING:

The project site, which is located on the southwest corner of South Van Ness Avenue and 17th Street, is in the Mission neighborhood approximately four blocks south of Highway 101 and approximately three blocks southeast of the 16th Street BART Station. The immediate area around the project site is characterized by a mix of commercial, residential, and small PDR uses. To the east and west along 17th Street, are predominantly residential uses with an auto repair shop a half block down 17th Street west of the project site. The project site is also adjacent and across the street from residential uses along South Van Ness Avenue, sometimes accompanied by ground floor commercial uses. The northeast corner of the 17th Street and South Van Ness Avenue intersection includes a gas station. Other PDR uses (paint store, plumbing supply, and auto parts) are located north and south along South Van Ness Avenue within a block of the project site. Surrounding building heights range from 20 feet to 40 feet in height along both Van Ness Avenue and 17th Street. The proposed project building at 58 feet in height would be approximately 18 feet higher than the tallest buildings near the project site.

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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

The proposed project would include construction of a 34,715-sf building containing 27 dwelling units (12 two bedroom and 15 one bedroom) and 3,060-sf of ground floor commercial space. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

¹ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria since the project site is located in a transit priority area, the project was previously developed as an auto repair building and the proposed project would develop the site for mixed-use residential uses and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.² Project elevations are included in the project description (see Figures 7 and 8), and an assessment of parking demand is included in the Transportation section for informational purposes.

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

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the City’s industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts; therefore, reducing the availability of land traditionally used for light industrial uses, also known as PDR (Production, Distribution, and Repair).

The Eastern Neighborhoods PEIR 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

² San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 600 South Van Ness Avenue, January 8, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0614E.

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 the greatest under Option C. The alternative ultimately selected – the ‘Preferred Project’ – represented a zoning designation that ultimately fell between 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 PEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use character, due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

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

Additionally the Eastern Neighborhoods PEIR determined that land use impacts related to physically dividing an established community (1a) or conflicting with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect (1b) to be less than significant.

As discussed in the Eastern Neighborhoods PEIR, the underlying premise of the Eastern Neighborhoods Area Plans was that by delineating PDR-focused zones, separate from residential and neighborhood commercial districts, PDR activities would tend to concentrate in PDR zones more so than the M-1 (Light Industrial) and M-2 (Heavy Industrial) zoning categories which allowed for a mix of industrial, residential and commercial activities. Transitions between PDR zones and residential areas would be achieved by UMU zoning (Mixed-Use Urban) or Mixed-Use Residential (MUR) zoning. The concentration of PDR activities would result in more cohesive neighborhood subareas with a greater consistency in land use and building types with clearly defined residential neighborhoods and commercial corridors. PDR clusters, as the Area Plan refers to, would preserve PDR uses by minimizing the secondary economic effects that are related to increases in land values that occur through the conversion of specific sites to nonindustrial uses, undermining the economic viability of existing and adjacent industrial agglomerations.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned Light Industrial (M-1). This zoning designation was changed to the current UMU designation. As discussed above, the project site is currently occupied by an existing auto repair building and paved parking lot. Development of the proposed project would require this business to relocate elsewhere. To the east and west along 17th Street, are predominantly residential uses with an auto repair shop a half block down 17th Street west of the project site. The project site is also adjacent and across the street from residential uses along South Van Ness Avenue, sometimes accompanied by ground floor commercial uses. The northeast corner of the 17th Street and South Van Ness Avenue intersection includes a gas station. Other PDR uses (paint store, plumbing supply, and auto parts) are north and south along South Van Ness Avenue within a block of the project site. The existing PDR uses are dispersed

between residential and mixed-use buildings and no PDR clusters appear in close proximity to the proposed project.

The proposed change of the approximately 9,496-sf project site from the previous PDR use (auto repair service) to residential and commercial uses represents a small part of the loss of PDR space analyzed in the Eastern Neighborhoods PEIR, the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (residential) are the predominant land use in the project vicinity. Therefore, the proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use identified in the Eastern Neighborhoods PEIR. Mitigation Measure A-1 applied to the Planning Commission and Board of Supervisors' actions and does not apply to individual development projects.

The proposed project would be constructed within the existing lot boundaries and would not alter the established street grid or permanently close any streets or sidewalks. The proposed project would be consistent with the land use and zoning regulations adopted in the Eastern Neighborhoods PEIR.^{3, 4}

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

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

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City's traditionally industrially zoned land to meet the citywide demand for additional housing. The Eastern Neighborhoods PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would

³ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 600 South Van Ness Avenue, April 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 600 South Van Ness Avenue, May 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

not, in itself, result in adverse physical effects. This rezoning would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plans. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The Eastern Neighborhoods PEIR estimated that approximately 9,500 to 12,500 new jobs⁵ and approximately 7,400 to 10,000 new households⁶ would be added in Eastern Neighborhoods between 2000 and 2025. The proposed project would increase the population on site by replacing the existing auto repair use with 27 new dwelling units and 3,060 sf of ground-floor commercial space. The proposed project’s commercial uses are expected to add approximately nine employees to the project site.⁷ The proposed residential uses would increase the population on site by 58 new residents.⁸ The existing business on-site would be required to relocate within available properties where such zoning permits auto repair services. However, the proposed project would not displace a substantial number of housing units because the project site contains no residences. As such, construction of replacement housing would not be necessary. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Area Plan and evaluated in the Eastern Neighborhoods PEIR.

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

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

⁵ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR)*, Planning Department Case No. 2004.0160E (certified August 7, 2008). Available online at <http://www.sf-planning.org/index.aspx?page=1893>, Table 36, page 235.

⁶ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR)*, Planning Department Case No. 2004.0160E (certified August 7, 2008). Available online at <http://www.sf-planning.org/index.aspx?page=1893>, Table 35, page 232.

⁷ The average of 276 gross square feet per employee for office and PDR uses and 350 gross square feet for retail uses is consistent with the Department’s *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002).

⁸ Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

Historic Architectural Resources

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

The project site currently contains an auto repair building constructed in 1945 and parking lot, which neither considered an historic resource, nor is it located within a designated historic district. Furthermore, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods FEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

The proposed project would remove an existing one-story auto repair building and parking lot and construct a new five-story mixed-use building with ground floor retail and parking with residential uses above. The project would require a mat a mat slab foundation supported, in turn, by compaction grouted sand from a depth of approximately 5 feet (ft) below ground surface (bgs) to a depth of approximately 19-24 ft. bgs.⁹ A preliminary archeological review was conducted for the proposed project, the findings of which are discussed below.¹⁰

⁹ Rollo & Ridley Geotechnical Engineers & Scientists. Geotechnical Investigation 600 South Van Ness Avenue. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

¹⁰ San Francisco Planning Department, Environmental Planning Preliminary Archeological Review: Checklist for 600 South Van Ness Avenue, revised May 28, 2014. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0614E.

The project site was historically located on the northern edge of a large tidal marsh into which waters from Dolores Creek and an unnamed tributary from the south flowed before reaching the large lagoon known as Laguna de los Dolores. Based on the project geotechnical report it appears that in the geological past as much as two-thirds of the southern portion of the project site may have been within a marsh but was subsequently covered by alluvial sand deposits ranging in thickness from 5.5 to 8 ft. Mid-1850s U.S. Coast Survey topographic sheets indicate that the southern part of the site may have been in willow groves occupying former marshlands. A good portion of the project site may have been under cultivation by 1857. It is not improbable that the project site was within an area that was in agricultural production during the mission period (approximately 1776-1830s). The first two mission complexes were to the northwest of the project site within a radius of two or three blocks. It is likely the primary locally farmed land belonging to the mission was located east of Guerrero Street extending up to the marshlands along the western edge of the lagoon. Although mission cereal crops like wheat and barley, were mostly grown at mission *asistencias* in San Mateo County and Contra Costa County by the 1790's some cereal crops may have continued to be grown in proximity to Mission Dolores as well as beans and garden vegetables and fruit through the first few decades of the 1800s.

The project site is located to the east of several documented Hispanic Period (1776-1850) archeological sites. These range from the sites of all the former mission complexes including mission quadrangles, neophyte residential quarters, mission guard housing, the walled mission orchard, granaries, tanneries, mills, mission cemetery, water conveyance system composed of acequia and water impoundments, etc. Within a few years of mission secularization the area around the former mission became revitalized into a more heterogeneous community of *Californios*, and affinal non-Hispanic Europeans, former neophytes, a disaffiliated Mormon group and Chinese farming "households". Although no prehistoric sites have been documented in the project vicinity, the presence of prehistoric and historic-period Native American settlements is confirmed by a documented prehistoric shell midden site several blocks to the northwest and of the Ohlone village known as Chupchui which was near the site of the first mission.

The project site appears to have been in recent geological time composed of moderately deep (5.5-8 ft in thickness), rich alluvial soils. Underlying this sand and silt deposit in the southern two-thirds of the site are deep marsh deposits including peat and organics seemingly indicating this area was occupied for a long period in the past by wetlands that covered an area much greater than was observed in the 1850s. Whether or not the rich alluvial soils were in agricultural production during the Mission period, they were part of a farming operation by the mid-to-late 1850s. It is not known when the site was filled in but filling in of the site probably would have occurred after the adjoining public streets were brought to legal grade. The installation and removal of underground storage tanks (USTs) in association with the former gas/service station that formerly occupied the site, along with site remediation activities would have disturbed a substantial amount of sediments within the project site. Since fill within the site extends to a depth of 10-14 ft bgs, it is not clear that UST-related activities resulted in disturbance of alluvial or marsh deposits.

The alluvial deposits within the project site are sensitive for prehistoric deposits because of their proximity to ecological settings densely rich in dietary and non-dietary resources important to prehistoric communities and to expected and known prehistoric sites. The older marsh deposits within the project site also have a lower but real potential for prehistoric deposits although the clay and peat layer would not have provided a stable land form for occupation, the anaerobic quality of such low-energy sediments would be highly preservative of any prehistoric artifactual material accidentally or intentionally deposited in the marshes.

The project site is within the Mission Dolores Archeological District archeological mitigation zone of the Eastern Neighborhoods and Area Plans FEIR but no previous site-specific archeological assessment has been made of the project site. The Mission Dolores Archeological District comprises properties that contain or have the potential to contain archeological deposits associated with the San Francisco Hispanic Period (1776-1850). The proposed project would require excavation of up to four feet bgs and is therefore subject to Eastern Neighborhoods PEIR Mitigation Measure J-3 Mission Dolores Archeological District (Project Mitigation Measure 1 – Archeological Resources [Eastern Neighborhood FEIR Mitigation Measure J-3, p.515]). Project Mitigation Measure 1 requires the project sponsor to retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The scope of the archeological services to be provided may include preparation of an archaeological testing and recovery program (ARD/TP).

Project Mitigation Measure 1 (see page 44) would apply to the proposed project due to the expected amount of soil disturbance and would reduce potential effects to archeological resources to a less-than-significant level. The mitigation measure would ensure avoidance of any potentially significant adverse effect from the proposed project on buried or submerged historical resources within Mission Dolores Archeological District.

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

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

The Eastern Neighborhoods PEIR anticipated that growth resulting from the proposed zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with implementation of these mitigation measures, however, it was anticipated that the significant 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, even with mitigation measures incorporated.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 16c from the CEQA Guidelines, Appendix G is not applicable.

Trip Generation

The proposed project would include 27 new dwelling units and 3,060 square feet of new commercial space. The proposed project would include 17 off-street parking spaces and 27 bicycle parking spaces. Trip generation for the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹¹ The proposed project would generate an estimated 674 person trips (inbound and outbound) on a weekday daily basis, consisting of 325 person trips by auto, 178 transit trips, 136 walk trips and 35 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 19 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site are shown below in Table 1. The proposed project would generate an estimated 19 new p.m. peak hour vehicle trips that would travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections, would not substantially increase average delay that would cause nearby intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or would not substantially increase average delay at intersections that currently operate at unacceptable LOS. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

Table 1: Intersection LOS near 600 South Van Ness Avenue – Weekday PM Peak Hour

Intersections	Baseline (2000)	2025 Option A	2025 Option B	2025 Option C
South Van Ness Ave/16th St	B	B	B	B
Mission St/16th St	C	D	D	D
Valencia St/16th St	B	C	C	C
Valencia St/15th St	B	C	C	C

¹¹ San Francisco Planning Department, Transportation Calculations for 600 South Van Ness Avenue, July 8, 2013. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

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

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

Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14L, 22, 33, and 49 and the regional transit stop for BART at Mission Street/16th Street. The proposed project would be expected to generate 178 daily transit trips, including 26 during the p.m. peak hour. Given the wide availability of transit options nearby, the addition of 26 p.m. peak hour transit trips would be accommodated by existing transit capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in transit delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant and unavoidable impacts on seven Muni lines. The project site is located within a quarter-mile of three of these Muni lines: 22, 33, and 49. Mitigation measures proposed to reduce these significant transit 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 Plan Area. Even with the incorporation of mitigation, however, significant cumulative impacts on the above Muni 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 Eastern Neighborhoods project approval.

The proposed project would not contribute considerably to the above-noted significant and unavoidable cumulative transit impacts as its minor contribution of 26 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Plan Area projects. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts.

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

Pedestrian

The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median, or other conditions that could adversely affect pedestrians. The proposed project would remove a total of two curb cuts, one existing curb cut along South Van Ness Avenue and one on 17th Street, and add a new curb cut on 17th Street to provide vehicular access to the garage. As such, the proposed project would not result in a hazard to pedestrians or otherwise substantially interfere with pedestrian accessibility to the project site and adjoining areas. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. For the above reasons, the proposed project would not result in significant impacts on pedestrian safety that were not identified in the Eastern Neighborhoods PEIR.

Bicycle

Existing Class II bikeways (bicycle lanes) run on 14th Street (three blocks north of the project site), on 17th Street, and Valencia Street (four blocks west of the project site). An existing Class III bikeway (bicycle

route) extends along 16th Street from Mission Street (two blocks east of the project site) and intersects with the Class II bikeway on 16th and Valencia Streets. An existing Class III bikeway also extends along Hoff Street from 16th Street (three blocks west of the project site) and intersects with the Class II bikeway on Hoff and 17th Streets. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle travel in the project vicinity.

The proposed project would add a new 10-foot-wide curb cut along 17th Street to provide vehicular access to the garage, which has an existing Class II bicycle lane. The frequency of vehicles entering and exiting the project site would not be enough to cause a substantial hazard to bicyclists. For the above reasons, the proposed project would not result in significant impacts related to bicycle safety that were not identified in the Eastern Neighborhoods PEIR.

Loading

The commercial and residential uses associated with the proposed project would generate an average of 186 vehicle trips per day and would result in a loading demand for 0.06 loading spaces during an average hour and 0.08 loading space during the peak hour. The average hour and peak hour loading demand could be accommodated on-street.

Planning Code Section 152.1 does not require off-street loading for residential development uses less than 100,000-sf in gross floor area or 10,000 sf in gross floor area for retail uses. The proposed project includes 27,600 sf of residential use and 2,500 sf of retail space. Therefore, off-street loading spaces are not required for the project (and none is proposed) and the proposed project would meet the loading requirements of the Planning Code.

For the above reasons, the proposed project would not result in significant impacts on transportation and circulation related to loading that were not identified in the Eastern Neighborhoods PEIR.

Emergency Access

The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would not result in significant impacts related to emergency access that were not identified in the Eastern Neighborhoods PEIR.

Construction

The proposed project's construction activities would last approximately 12 months. Although construction activities would result in additional vehicle trips to and from the project site related to construction workers and material and equipment deliveries, these activities would be temporary and limited in duration. Therefore, the proposed project's construction would not result in significant transportation impacts that were not identified in the Eastern Neighborhoods PEIR.

Parking

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

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

For the reasons discussed on page 3, 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.¹² 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 parking demand for the new residential and commercial uses associated with the proposed project was determined based on the methodology presented in the SF Guidelines. On an average weekday, the demand for parking would be for 52 spaces. The proposed project would provide 19 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 33 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

The Planning Code does not require the provision of any off-street parking spaces for the proposed project. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time the project entitlements are sought. If the project were to be ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 52 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are being provided, would not result in significant delays or hazardous conditions.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or

¹² San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 600 South Van Ness Avenue, January 8, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0614E.

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

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

In summary, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

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

The Eastern Neighborhoods PEIR identified potential conflicts related to location of residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Eastern Neighborhoods PEIR identified significant construction noise impacts. Noise resulting from an increase in Plan Area traffic was found to be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce significant noise impacts to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 Construction Noise addresses individual projects that include pile-driving, and Mitigation Measure F-2 Construction Noise addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would include a mat foundation¹³ (which would not require pile driving) and therefore would not generate the noise and vibration impacts typically caused by pile driving. Because the proposed project would not include pile driving and would be required to comply with the San Francisco Noise Ordinance, as discussed below, Eastern Neighborhoods PEIR Mitigation Measures F-1 would not be required. Due to the close proximity of construction activity to surrounding residential uses directly north, south, east and west of the project site, the project would be required to implement the construction noise mitigation measure F-2 identified in the PEIR to reduce noise from general construction practices.

In addition, all construction activities for the proposed project (approximately 12 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 12 months, occupants of the nearby properties could be disturbed by construction noise. There may be instances when project-related construction 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 (limited in duration to approximately 12 months), intermittent, and restricted in occurrence and level, as the project contractor would be subject to and required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR mitigation measure F-2, which would reduce construction noise impacts to less than significant.

¹³ Rollo & Ridley Geotechnical Engineers & Scientists. Geotechnical Investigation 600 South Van Ness Avenue. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Eastern Neighborhoods PEIR Mitigation Measures F-3 Interior Noise Levels, F-4 Siting of Noise-Sensitive Uses, and F-6 Open Space in Noisy Environments include additional measures for individual projects that include new noise-sensitive uses. Eastern Neighborhoods PEIR Mitigation Measure F-3 Interior Noise Levels requires that for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to California Noise Insulation Standards in Title 24, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses 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-sight to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that acceptable interior noise levels consistent with Title 24 can be attained. Since the proposed project is subject to Title 24, Eastern Neighborhoods PEIR Mitigation Measure F-3 Interior Noise Levels is not applicable. Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses is applicable to the proposed project since the proposed project would include residential uses, thereby introducing new noise-sensitive uses to an area with an existing traffic noise level of between 65.1 dBA and 75 dBA (Ldn).¹⁴

In accordance with Eastern Neighborhoods PEIR Mitigation Measure F-4 Interior Noise Levels, the project sponsor has conducted an environmental noise assessment demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24 requirements. Two continuous long-term noise measurements at two locations were conducted at the project site on August 14th and 16th, 2013 to quantify the noise environment. The average measured daily noise exposure levels (Ldn) was 73.0 dBA along South Van Ness Avenue at the project site and 71.0 dBA along 17th Street at the project site. Charles M. Salter and Associates also conducted a survey of noise-generating uses within 900 feet of the project site, which includes auto repair shops, theaters, bars, restaurants and a shopping center.¹⁵

To achieve acceptable interior noise levels consistent with Title 24 requirements, the project sponsor would be required to install windows with noise reduction ratings of up to Sound Transmission Class (STC) 41 for the residential units facing the street and up to STC 28 for the residential units facing away from the street. The windows could be operable, but would need to be in the closed position to meet the interior noise level standard. Therefore, the residential units would require a supplemental ventilation system that does not compromise the sound attenuation of the proposed building's exterior façade. With installation of the appropriate windows, the project would comply with Title 24 interior noise-level requirements and thus would meet the requirements of Eastern Neighborhoods PEIR Mitigation Measure F-4 Siting of Noise-Sensitive Uses.

Eastern Neighborhoods PEIR Mitigation Measure F-6 Open Space in Noisy Environments requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels. The proposed project includes residential uses and open space areas as required by the Planning Code; therefore, Eastern Neighborhoods PEIR Mitigation Measure F-6 Open Space in Noisy Environments is applicable to the project. Accordingly, the proposed building's second-floor deck would be located away from 17th Street and South Van Ness Avenue, shielded from those two busy streets by the building itself, and the roof-top

¹⁴ Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

¹⁵ Ibid.

open space would be located approximately 58 feet above the street level with landscaping around the perimeter.

For the rear yard, and private residential decks on the west side of the building (facing away from South Van Ness Avenue), building elements would provide at least 7 dB of acoustical shielding, which would result in a substantial reduction in noise. The acoustical shielding provided for these open spaces by the building itself would be sufficient to meet the Eastern Neighborhood PEIR Mitigation Measure F-6 for protected outdoor use spaces.¹⁶

The residential decks on the west and north side of the building (facing towards South Van Ness Avenue and 17th Street) are more exposed to exterior noise than the spaces listed above. At these decks, a solid 42-inch high balcony face would provide 4 dB of acoustical shielding at Floor 5, and negligible shielding (less than 1 dB) at Floors 2, 3, and 4. Given the constraints of the project location, these decks are shielded to the extent feasible, and would achieve compliance with the intent of Eastern Neighborhood PEIR Mitigation Measure F-6.¹⁷

Eastern Neighborhoods PEIR Mitigation Measure F-5 Siting of Noise-Generating Uses addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. Ambient noise levels in San Francisco are largely influenced by traffic-related noise. The project site is exposed to traffic noise levels of between 65.1 dBA and 75 dBA. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels perceptible to most people (a three decibel noise increase). The proposed project would not double traffic volumes because the proposed project would generate approximately 186 daily vehicle trips, with approximately 19 trips during the p.m. peak-hour. In addition, operation of the proposed project would not include any other constant or short-term noise-generating sources (e.g., diesel generators) that would generate substantial additional noise in the project vicinity. Since the proposed development would include residential uses that would not be expected to generate noise levels in excess of ambient noise in the vicinity of the project site, Eastern Neighborhoods PEIR Mitigation Measure F-5 Siting of Noise-Generating Uses is not applicable to the proposed project.

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

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

¹⁶ Ibid.

¹⁷ Ibid.

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹⁸ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). All other air quality impacts were found to be less than significant.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. The regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality. Therefore, the portion of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is not applicable to the proposed project.

¹⁸ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

Health Risk

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality addresses air quality impacts during construction, Mitigation Measure G-2 Air Quality for Sensitive Land Uses addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 Siting of Uses that Emit DPM and G-4 Siting of Uses that Emit Other TACs address proposed uses that would emit DPM and other TACs.

Subsequent to certification of the Eastern Neighborhoods PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

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 and the remainder of Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

The proposed project would include development of residential uses and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Article 38 is not applicable to the proposed project. Therefore, PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project, and impacts related to the siting of new sensitive land uses would be less than significant.

The proposed residential land uses are not uses that would emit substantial levels of DPM or other TACs and Eastern Neighborhoods PEIR Mitigation Measures G-3 Siting of Uses that Emit DPM and G-4 Siting of Uses that Emit Other TACs are not applicable.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District's (BAAQMD) quantitative thresholds for individual projects."¹⁹ The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁰ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or

¹⁹ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁰ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed the significance thresholds. Criteria air pollutant emissions during construction and operation of the proposed 27-unit project would meet the Air Quality Guidelines screening criteria for an Apartment, Low-Rise of 240 (construction) and 451 (operation) dwelling units. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Area Plans under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide-equivalents (CO₂E) per service population,²¹ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill (AB) 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.²² The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy.²³ Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project’s contribution to

²¹ Memorandum from Jessica Range, MEA to MEA staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

²² Executive Order S-3-05, Assembly Bill 32, and the 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

²³ San Francisco Planning Department GHG Compliance Checklist for 600 South Van Ness Avenue, San Francisco, CA, December 30, 2014. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

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

Wind

No significant impacts related to wind were anticipated to result from the implementation of the Eastern Neighborhoods Area Plans. Specific projects within the Plan Area require analysis of wind impacts where deemed necessary. Thus, wind impacts were determined not to be significant in the Eastern Neighborhoods Initial Study and were not analyzed in the Eastern Neighborhoods PEIR. No mitigation measures relative to wind impacts were identified in the Eastern Neighborhoods PEIR.

Based upon experience of the Planning Department staff in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Therefore, at a height of 58 feet (approximately 18 feet higher than the tallest nearby building), plus a 12-foot tall elevator penthouse (for a maximum height of 70 feet), the proposed project would not cause or contribute to an exceedance of the wind hazard criterion of the Planning Code in the project site vicinity. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Area Plans, certain sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because these parks are not subject to Section 295 of the Planning Code (i.e., they are under jurisdiction of City departments other than the Recreation and Parks Department or are publicly accessed but privately owned). The Eastern Neighborhoods PEIR could not conclude that the Eastern Neighborhoods Area Plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown development proposals could not be determined at the time of preparation of the

Eastern Neighborhoods PEIR. Therefore, the Eastern Neighborhoods PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the Eastern Neighborhoods PEIR for this significant and unavoidable shadow impact.

The proposed project would consist of a 58-foot-tall building with a two- to four-foot-tall parapet and nine-foot-tall stair penthouse and 12-foot tall elevator penthouse (that is a total of approximately 70 feet in height above ground level). Therefore, the Planning Department staff prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The shadow fan analysis prepared by Planning Department staff found that the proposed project would not cast shadow or have a shadow impact on any property under the jurisdiction of the Recreation and Parks Commission or nearby open spaces.²⁴

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

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

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

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

The proposed project would provide seven private roof decks, two private decks at the second floor and for the remaining 18 units a second floor common open space area would be provided. The proposed

²⁴ Preliminary Shadow Fan. June 27, 2013. This document is on file and available for public review as part of Case File No. 2013.0614E.

project would also be served by the following existing parks in the project vicinity: Franklin Square, Kidpower Park, Mission Playground, and Mission Dolores Park.

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

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

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

The proposed project would comply with all applicable federal, state and local regulations related to solid waste. In addition, as the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. PUBLIC SERVICES—Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the Eastern Neighborhoods PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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12. BIOLOGICAL RESOURCES—Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site contains auto-related uses and is completely paved. No landscaping, trees or other vegetation exist on the project site. There are no candidate, sensitive, or special-status species, riparian habitat, or wetlands on the project site; thus implementation of the proposed project would not adversely affect a candidate, sensitive, or special-status species, riparian habitat, or wetlands.

The project site is fully paved and consists of minimal shrubbery on an adjacent property building wall along the south lot line. The existing vegetation on the project site that would be removed as part of the proposed project is not protected. The project site currently has no street trees located on adjacent streets. In compliance with the provisions of the San Francisco Green Landscape Ordinance, the proposed project would include the planting of nine new street trees, five along South Van Ness Avenue and 4 along 17th Street. As a result, the proposed project would not conflict with any local policies or ordinances that protect biological resources.

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of, and having a direct line of sight to, an Urban Bird Refuge, which is defined as an open space “two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.” The project site is not within 300 feet of an Urban Bird Refuge; therefore, the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

For these reasons, implementation of the proposed project would not result in significant impacts to biological resources not identified in the PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

A geotechnical investigation report was prepared for the proposed project.²⁵ The following discussion relies on the information provided in this geotechnical investigation report. The project site (beneath the proposed footprint of the new building) is underlain by sandy fill, alluvial sand, marsh deposits, and

²⁵ Ridley & Rollo, Geotechnical Investigation, 600 South Van Ness Avenue, San Francisco, CA, July 8, 2013. These documents are available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

older alluvium to the maximum depth explored of 51.5 feet below the sidewalk grade across the site. Based on data collected for previous projects in the area, the report anticipated that Franciscan Complex bedrock underlies the older alluvium. Groundwater was observed during drilling at depths ranging from 13 to 18 feet bgs. Additional groundwater readings were taken in two borings about 3 hours after completion of drilling, at which point the water rose to depths of 7 and 8 feet bgs, respectively. Based on the monitoring well data reported by Golden Gate Tank Removal in their 2009 report, groundwater exists at depths of 8 to 10 feet below the ground surface across the site. The report anticipated the groundwater level at the project site will vary seasonally a few feet depending on rainfall amounts and time of year.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault located about 6.8 miles to the southwest. The proposed project would likely be exposed to strong to very strong shaking during an earthquake event. However, a review of published maps does not show any active faults crossing the project site and there was no evidence of faulting observed at the project site during reconnaissance. Therefore, the potential risk for damage to the proposed project due to surface rupture from earthquake faults is low. The project site is located within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. Based on the soil analysis of the geotechnical soil borings, there is a relatively low potential for damage to the proposed project from liquefaction at the project site. Additionally, there is a low risk for damage to the proposed project from seismically-induced lateral spreading, seismic densification, and slope instability.

The geotechnical report provided recommendations for the proposed project's construction. These recommendations include, but are not limited to, a mat foundation, waterproofing below-grade walls, and dewatering to remove groundwater from the project site in order to excavate and construct the proposed foundation. The geotechnical report indicates that the project site is suitable for the proposed project, provided that the recommendations presented in the geotechnical report are incorporated into the design and construction of the project.

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

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

For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

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

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

The project site was previously a gas station and is currently an auto-repair business, and it is, in its entirety, covered by impervious surface. The lot coverage with project development would be 100 percent, which would be similar to the 100 percent impervious surface condition during the current auto-related use of the project site. Additionally, the proposed project would include pervious areas at the proposed building's rooftop and second floor open space areas, so runoff from the project site is not anticipated to increase substantially compared to existing conditions.

In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems would be required to comply with the Stormwater Design Guidelines. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sedimentation from entering the City's combined stormwater/sewer system.

As discussed in the geology and soils section, groundwater is relatively shallow throughout the project site, approximately 13 to 18 feet bgs. The proposed project would not involve on-site excavation beyond four feet bgs. However, any groundwater that is encountered during construction 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. Effects from lowering the water table due to dewatering at the project site, if any, would be temporary and would not be expected to substantially deplete groundwater resources. As a result, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge.

The project site is not in a designated flood zone, thus the proposed project would not place housing within a 100-year flood hazard area, would not impede or redirect flood flows in a 100-year flood hazard area, and would not 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. As shown on Map 5, Tsunami Hazard Zones, San Francisco, 2012, in the Community Safety Element of the *General Plan*, the project site is not within a tsunami hazard zone.²⁶ As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.

For these reasons, the proposed project would not result in significant impacts on hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

²⁶ San Francisco Planning Department, San Francisco General Plan, Community Safety Element, p. 15. Available online at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf

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

The Eastern Neighborhoods PEIR noted that implementation of any of the Area Plan’s rezoning options would encourage construction of new development within the Plan Area. The Eastern Neighborhoods PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the Plan Area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the Eastern Neighborhoods PEIR found that existing regulations for facility closure, Under 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 of subsequent development in the Plan Area.

Hazardous Building Materials

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

transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint in older buildings may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with the disturbance of hazardous building materials including PCBs, DEHP, and mercury and determined that Eastern Neighborhoods PEIR Mitigation Measure L-1 Hazardous Building Materials would reduce these impacts to a less-than-significant levels. The proposed development includes demolition of an existing building. Therefore, Eastern Neighborhoods Mitigation Measure L-1 Hazardous Building Materials, which requires that all hazardous building materials be removed and properly disposed of in accordance with applicable federal, state and local laws, would be required and would reduce impacts from hazardous building materials to less than significant.

Soil and Groundwater Contamination

A Phase I Environmental Site Assessment Report (Phase I) for the project site was prepared and indicates that a gasoline station may have been in operation from as early as 1930 to 1986. Historical Sanborn insurance maps indicate that the project site may have operated as a gas station as early as 1931. Currently, the project site contains buildings from a former automobile repair shop containing two hydraulic lifts, an office and a storage area with a former 250-gallon motor oil aboveground storage tank (AST) on the western portion of the site.²⁷

The site was a gas station from approximately 1930 to approximately 1986. Two generations of underground tanks were removed from the site. Three 6,000 or 10,000 gallon gasoline tanks were removed in 1996 from the South Van Ness Avenue side of the property. Three USTs, presumed to be installed about 1930, were removed from the northwest area of the site in 2002. The two former underground tank areas were over excavated to remove petroleum hydrocarbon contaminated soils. Excavations extended from 6.5 to 14 ft bgs. A total volume of approximately 900 cubic yards of contaminated soil was removed. Soil excavations addressed the presumed source areas of contamination. Groundwater monitoring wells were installed and the site monitored from 1996 to 2002. The San Francisco Local Oversight Program closed the case on November 13, 2010. Soil vapor samples collected in 2002 and 2006 showed soil gas concentrations for benzene, tetrachloroethene (perchloroethylene, PCE) and trichloroethene (TCE) exceeding the corresponding California Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESL).

The proposed project would develop a formerly auto repair business and construct a new residential building. The project would involve soil excavation and disturbance. Thus, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to the DPH. In addition, a Phase 1 Environmental Site Assessment (ESA) and Work Plan, addressing further testing of soil and groundwater contaminants were prepared for the project site. Due to the site's previous uses as a gas station and most recently, an auto repair facility and other nearby small PDR uses,

²⁷ PANGEA Environmental Services, Inc., Site Assessment Report 600 South Van Ness Avenue, San Francisco, CA 94103, July 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

the soil and possible groundwater have been contaminated. DPH has reviewed the Phase 1 and proposed work plan and determined that, in accordance with the Maher Ordinance, the project sponsor would be required to submit Site Mitigation Plan (SMP).²⁸

DPH will maintain oversight of construction of the proposed project under the regulatory authority provided by Article 22A of the Health Code (Maher Ordinance). The proposed project is required to submit a SMP.²⁹ The SMP should include:

- Figures/drawings showing the maximum lateral and vertical depth and extent of proposed excavation and grading.
- Figures showing the proposed vertical and lateral extent of soils to be removed and handled as California and/or federal hazardous waste.
- Segregation and management procedures for contaminated soils.
- Acceptance criteria for imported fill (if applicable).
- Sampling (profiling) of any excavated soil or stockpiled soil.
- Confirmation soil samples will be collected below the base of the final excavation or grading.
- Confirmation soil sampling frequency, the analyses to be performed, and the criteria for disposal options.
- Soil analyses should include total petroleum hydrocarbons and metals.
- Measures for addressing any contaminated soils left on site, which may include capping with the proposed building or hardscape.
- Measures for addressing soil vapor intrusion control. A description and the design of the vapor venting system to address PCE vapors should be submitted with or shortly following submittal of the SMP.
- A Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, tanks or other structures or materials.
- Site Specific Worker Environmental Health and Safety Plan.
- Stormwater control, dust control, odor control and sampling and noise control protocols and plans.
- Preparation, certification and submittal to SF DPH Site Assessment and Mitigation Program (SAM) of a final report documenting implementation of the SMP. Any permits and soil/groundwater discharge or disposal documentation shall be appended to the final project report.

A final project report must be prepared, certified and submitted to SF DPH SAM per the Maher Ordinance. The report shall describe activities for compliance with the SMP. The final project report shall include a summary of SMP implementation, site map showing areas and depths of excavation and fill, sample locations and depths, tables summarizing analytical data, and included as appendices: Copies of permits (including any dewatering permit), manifests or bills of lading for removed soil and/or water, laboratory reports for soil disposal.

Compliance with Article 22A of the Health Code would ensure that any impacts related to soil and/or groundwater contamination are reduced to less than significant levels.

²⁸ San Francisco Department of Public Health, Request for Site Mitigation Plan 600 South Van Ness Avenue, San Francisco, June 2, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0614E.

²⁹ Ibid.

The project site is not located within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip.

In San Francisco, fire safety is ensured through the provisions of the Building Code and the San Francisco Fire Code. During the review of the building permit application, DBI and the San Francisco Fire Department will review the project plans for compliance with all regulations related to fire safety. Compliance with fire safety regulations would ensure that the proposed project 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.

For these reasons, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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

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

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

MITIGATION MEASURES AND IMPROVEMENT MEASURES**Project Mitigation Measure 1 – Mission Dolores Archeological District (Mitigation Measure J-3 of the Eastern Neighborhoods PEIR)**

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities. On discovery of an archeological site³⁰ associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative³¹ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

³⁰ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

³¹ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the

archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

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

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Mitigation Measure 3 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR)

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

This mitigation measure has been partially satisfied by completion of the 600 South Van Ness Avenue Environmental Noise Study.³² The study included that acceptable interior noise standards can be attained

³² Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

provided the study recommendations are incorporated into the project. This mitigation measure is considered complete upon incorporation of acoustical recommendations into the final design.

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

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the project sponsor shall protect, to the maximum feasible extent, open space required under the planning code from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

This mitigation measure has been partially satisfied by completion of the 600 South Van Ness Avenue Environmental Noise Study.³³ The study included that acceptable interior noise standards can be attained provided the study recommendations are incorporated into the project. This mitigation measure is considered complete upon incorporation of acoustical recommendations into the final design.

Project Mitigation Measure 5 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR)

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

³³ Charles M. Slater Associates, Inc., Environmental Noise Study for 600 South Van Ness Avenue, San Francisco, CA, August 22, 2013. This document is available for review as part of Case File No. 2013.0614E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.