



# SAN FRANCISCO PLANNING DEPARTMENT

## Community Plan Exemption Checklist

*Case No.:* 2013.0973E  
*Project Address:* **150 Van Ness Avenue**  
155 Hayes Street  
101 Hayes Street/69 Polk Street  
131-135 Hayes Street  
125 Hayes Street  
*Zoning:* C-3-G (Downtown General Commercial) Use District  
Van Ness and Market Downtown Residential Special Use District  
120-R-2 Height and Bulk District  
*Block/Lot:* 0814/001, 014, 015, 016, and 021  
*Lot Size:* Five lots totaling 46,490 square feet (approximately 1.07 acres)  
*Plan Area:* Market and Octavia Area Plan  
*Project Sponsor:* Marc Babsin, Emerald Fund – (415) 489-1313  
[Marc@emeraldfund.com](mailto:Marc@emeraldfund.com)  
*Staff Contact:* Sandy Ngan – (415) 575-9102  
[Sandy.Ngan@sfgov.org](mailto:Sandy.Ngan@sfgov.org)

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### PROJECT DESCRIPTION

#### Project Location

The project site is located at the edge of the Downtown/Civic Center neighborhood and the project area is characterized by office and institutional uses, residential uses, and neighborhood commercial uses, including restaurants, bars, cafés, hotels, fitness studios, and a variety of retail establishments.

The project site is located on five parcels (Assessor's Block 0814; Lots 001, 014, 015, 016, and 021) bordered by Hayes Street to the north, Polk Street to the east, adjacent properties to the south, and Van Ness Avenue to the west. The five parcels comprising the project site total 46,490 square feet in size (approximately 1.07 acres) and are located in a C-3-G (Downtown General) Zoning District, the Van Ness and Market Downtown Residential Special Use District, and a 120-R-2 Height and Bulk District, within the Market and Octavia Area Plan.

The project site is currently occupied by a vacant office development (150 Van Ness Avenue, a seven-story, 95-foot-tall building on Lot 014, and 155 Hayes Street, an eight-story, 108-foot-tall building addition to the 150 Van Ness Avenue building, on Lot 015) totaling 149,049 square feet and four surface parking lots (Lots 001, 015, 016, and 021) with 99 off-street parking spaces. The surface parking lots are currently used for construction staging for the 100 Van Ness Avenue project.

Parcels surrounding the project site are within C-3-G and P (Public) Zoning Districts and a mixture of 70-X, 80-X, 85-X, 96-X, 120-X, 120-R-2, 130-G, 200-R-2, and 400-R-2 Height and Bulk Districts, providing a number of two to twenty-nine-story mixed-use buildings. The project site is near the junction of three of the city's roadway grid systems: the north of Market, south of Market, and Mission grids meet at Market Street. Major roadways in the project vicinity include Franklin, Gough, Fell, Oak, Grove, Fulton, Hayes, Polk, Mission, Tenth, and Eleventh Streets, and Van Ness and South Van Ness Avenues. Interstate 80

and U.S. Highway 101 provide regional access to the project vicinity. The closest Bay Area Rapid Transit District (BART) stop is at Civic Center, approximately 0.5 mile east of the site; and the closest San Francisco Municipal Railway (Muni) Metro stop is at Van Ness Avenue and Market Street, a block south of the site. The project site is within a quarter mile of several local transit lines, including Muni Metro lines J, K, L, M, N, and T; streetcar line F, as well as Muni bus lines N Owl, 5/5L, 6, 9/9L, 14/14L, 16X, 19, 21, 47, and 49.

Figure 1: Project Location



Source: AECOM

**Existing Conditions**

Information pertaining to the existing on-site office development and four surface parking lots on the project site is summarized in Table 1 and shown on Figure 2.

Table 1: Existing Uses on the Project Site

<b>Lot<sup>a</sup> Number</b>	<b>Address</b>	<b>Lot Size (square feet)</b>	<b>Building Area (square feet)</b>	<b>Date Constructed</b>	<b>Uses/Building Characteristics</b>
014	150 Van Ness Avenue	11,996	149, 049	1925, façade renovation 1969	7-story office building (vacant)
015	155 Hayes Street (building addition to 150 Van Ness)	21,078		1958, building addition to 150 Van Ness Avenue	8-story office building (vacant) and surface parking lot <sup>b</sup>
001	101 Hayes Street/ 69 Polk Street	6,000	—	—	Surface parking lot <sup>b</sup>
016	131-135 Hayes Street	3,163	—	—	Surface parking lot <sup>b</sup>
021	125 Hayes Street	4,248	—	—	Surface parking lot <sup>b</sup>
<b>Total</b>	—	<b>46,485</b>	<b>149,049</b>	—	—
Notes:					
<sup>a</sup> The project site is located on Assessor's Block 0814.					
<sup>b</sup> The four parking lots provide a total of 99 parking spaces.					

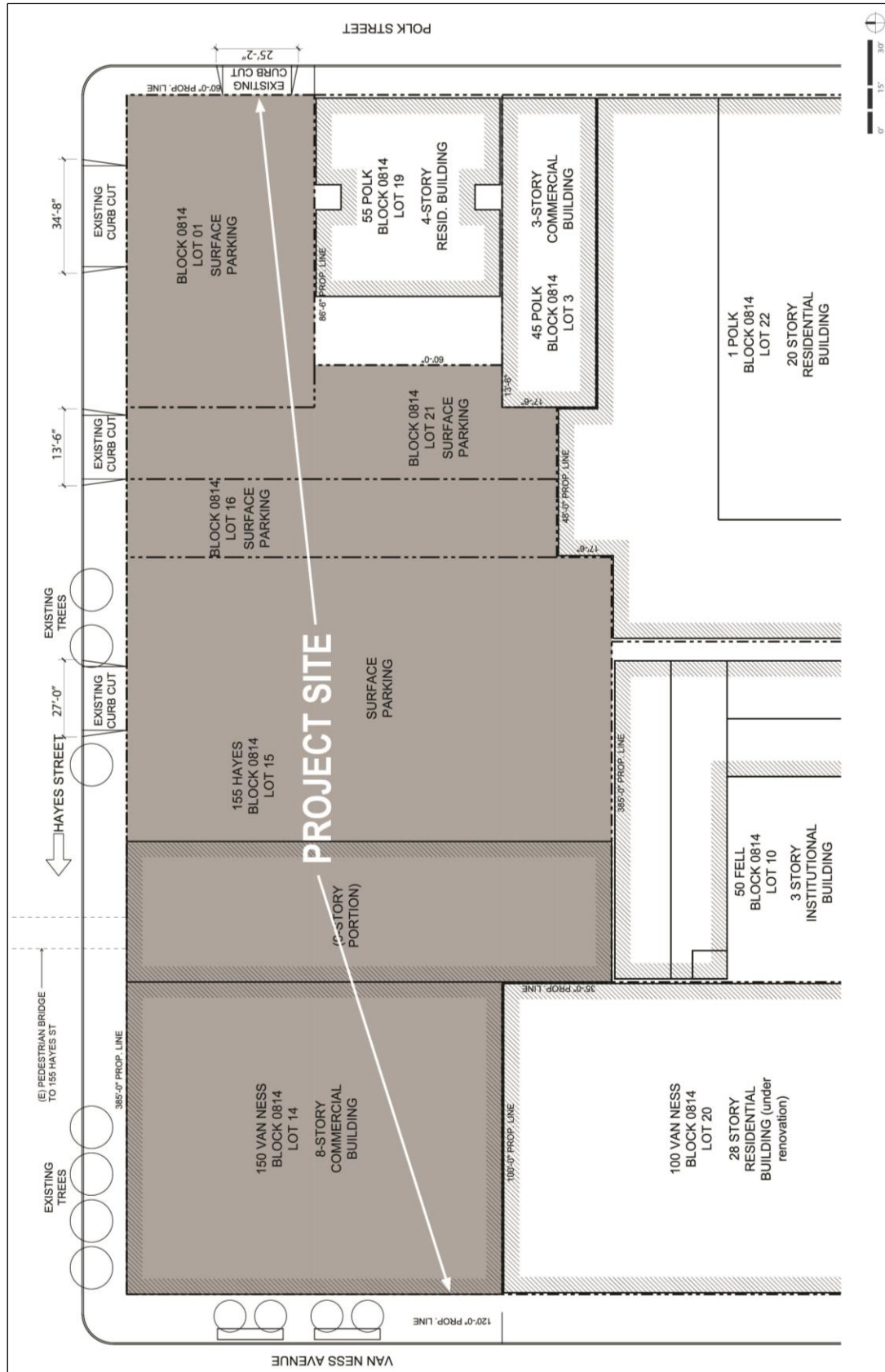


Figure 2: Existing Site Plan

SOURCES: EMERALD FUND; RELATED, March 2015

## Project Characteristics

The proposed 150 Van Ness Avenue project (proposed project or project) would demolish the on-site office development (150 Van Ness Avenue and the 155 Hayes Street building addition to 150 Van Ness Avenue) and surface parking lots, merge the five parcels, and construct a 13-story-over-basement-level, 120-foot-tall (excluding elevator, stair, and mechanical penthouses), 450,577 gross square feet (gsf) mixed-use building on the project site. As part of the demolition of the existing building, the pedestrian bridge over Hayes Street connecting the on-site 155 Hayes Avenue building addition to the adjacent 150 Hayes Street building (north of Hayes Street) would also be demolished. Information pertaining to the proposed mixed-use development is summarized in Table 2 on page 8 and further detailed in this section below.

The proposed building would include an approximately 25-foot-tall elevator penthouse, a 10-foot-tall stair penthouse, a 10-foot-tall mechanical and stair penthouse, and a 20-foot-tall mechanical penthouse screen above the proposed building's roof. The building height, as measured from the top of the curb to the elevator and mechanical penthouse, would be 145 feet (including the elevator and mechanical penthouse). Additionally, a diesel powered emergency generator and four condensing natural gas boilers would be located on the roof.

The proposed 450,577-gsf mixed-use building would include 375,808-gsf of residential use, including 420 dwelling units; 1,200-gsf for three hotel guest suites for use by visitors of residents; 14,326-gsf for residential lobby and ground floor amenities use; 9,000-gsf of retail use, and 50,223-gsf of parking. The proposed building would have 420 dwelling units (including 24 studio units, 222 one-bedroom units, 160 two-bedroom units, and 14 three-bedroom units), three ground-floor hotel guest suites, and approximately 9,000 square feet of ground-floor retail, including a restaurant fronting Van Ness Avenue and Hayes Street.

The proposed project would include a basement-level parking garage (accessible from Hayes Street) for 216 vehicle parking spaces (including 210 residential spaces, two service vehicle spaces, and four car share spaces). About 201 of the 216 parking spaces would be provided through mechanical parking (stackers) and the remaining spaces would be provided as standard stalls. The proposed project would also provide a total of 230 Class 1 bicycle parking spaces (including 228 residential spaces and two retail spaces) on the ground and basement levels, 33 Class 2 bicycle parking spaces (including 21 residential spaces and 12 retail spaces) on the sidewalk adjacent to the project site along Hayes Street, and one off-street loading space (accessible from Hayes Street) at the ground-level of the building.

There are currently four curb cuts along the project site on Hayes Street and Polk Street that provide access to the on-site office building and surface parking lots. The proposed project would remove all four curb cuts and construct a new, approximately 34-foot-wide curb cut along Hayes Street to accommodate the proposed basement-level parking garage and loading dock. The ramp to the parking garage would also serve the below grade parking garage in the adjacent 100 Van Ness building so that the existing curb cut for that garage on Van Ness Avenue can be removed. The proposed project would include an on-street passenger-loading zone (white curb) adjacent to the building lobby, just east of the garage driveway, and an on-street loading space. The proposed project would also convert one (1) metered parking space on the south side of Hayes Street (approximately 20 feet east of the Van Ness Avenue / Hayes Street intersection) into a shared on-street loading space (between 9:00 AM and 4:00 PM) and passenger loading space (from 7:00 PM until the closing time of the restaurant space). The adjacent existing two (2) existing metered, loading spaces on the south side of Hayes Street would also be available for passenger loading from 7:00 PM until the closing of the proposed restaurant.

The proposed project would have about 16,368 square feet of common open space for the proposed residential uses, including approximately 5,470 square feet for a pool terrace and 10,898 square feet for a roof terrace. The total includes 864 square feet of open space on the proposed 150 Van Ness building roof for 18 units at the adjacent 100 Van Ness Avenue project.

Project construction is anticipated to start in September 2015 and occur over 24 months. The proposed project would entail up approximately 46,490 cubic yards of soil excavation and removal. It is not anticipated that any soil would be imported to the project site. Ground improvements, such as drilled displacement columns and soil-cement columns, would be used to densify the subsurface soils prior to the installation of the proposed mat foundation. Project excavation and ground improvements would take place up to a depth of 26 feet. Pile-driving techniques would not be used to construct the proposed project.

**Table 2**  
**Project Characteristics**

<b>Lot</b>	<b>Dimensions</b>
Size	46,490 square feet
Width (Various)	60 feet (Polk Street) – 120 feet (Van Ness Avenue)
Length	384 feet (Hayes Street)
<b>Proposed Uses</b>	<b>Area (gsf)</b>
Residential	375,808
Retail (including quality sit-down restaurant)	9,000
Hotel (Guest Suites)	1,200
Parking	50,223
Other (Residential Lobby/Amenities)	14,326
Total	450,577
<b>Proposed Units</b>	<b>Amount (Percent)</b>
Dwelling Units (total)	420 (100%)
Studio	24 (5.7%)
1-Bedroom	222 (52.9%)
2-Bedroom	160 (38.1%)
3-Bedroom	14 (3.3%)
Hotel (Guest Suites)	3
Retail	2 spaces
Parking Spaces	216 <sup>a</sup>
Bicycle Parking Spaces	263 <sup>b</sup>
<b>Open Space</b>	<b>Area (square feet)</b>
Common (pool and roof terrace)	16,368 <sup>c</sup>
<b>Building Characteristics</b>	<b>Levels/Height</b>
Van Ness Avenue portion (varies)	13 levels (two stories –retail/11 stories residential)/ 120 feet plus 25 feet for elevator penthouse  2 levels (two stories retail/pool terrace)/ 48 feet at the top of the pool terrace screen wall
Hayes Street portion	13 levels (ground floor–lobby, retail, residential and 12 stories residential)/ 120 feet plus 25 feet for elevator penthouse
Polk Street portion	13 levels (13 stories residential)/ 120 feet plus 25 feet for elevator penthouse
Basement (parking beneath the entire project site)	1 level below grade
Notes: gsf = gross square feet <sup>a</sup> Car parking spaces: 210 residential spaces would be located in the basement-level parking garage. Two service vehicle spaces and four car-share spaces would be provided in addition to the 210 parking spaces in the basement-level parking garage. <sup>b</sup> Bicycle parking spaces: 230 Class 1 bicycle parking spaces would be located in the ground and basement-levels and 33 Class 2 parking spaces would be located on the sidewalk adjacent to the project site along Hayes Street for the residential and retail uses. <sup>c</sup> This total includes 864 square of open space on the roof terrace provided for 18 units of the 100 Van Ness Avenue building.	



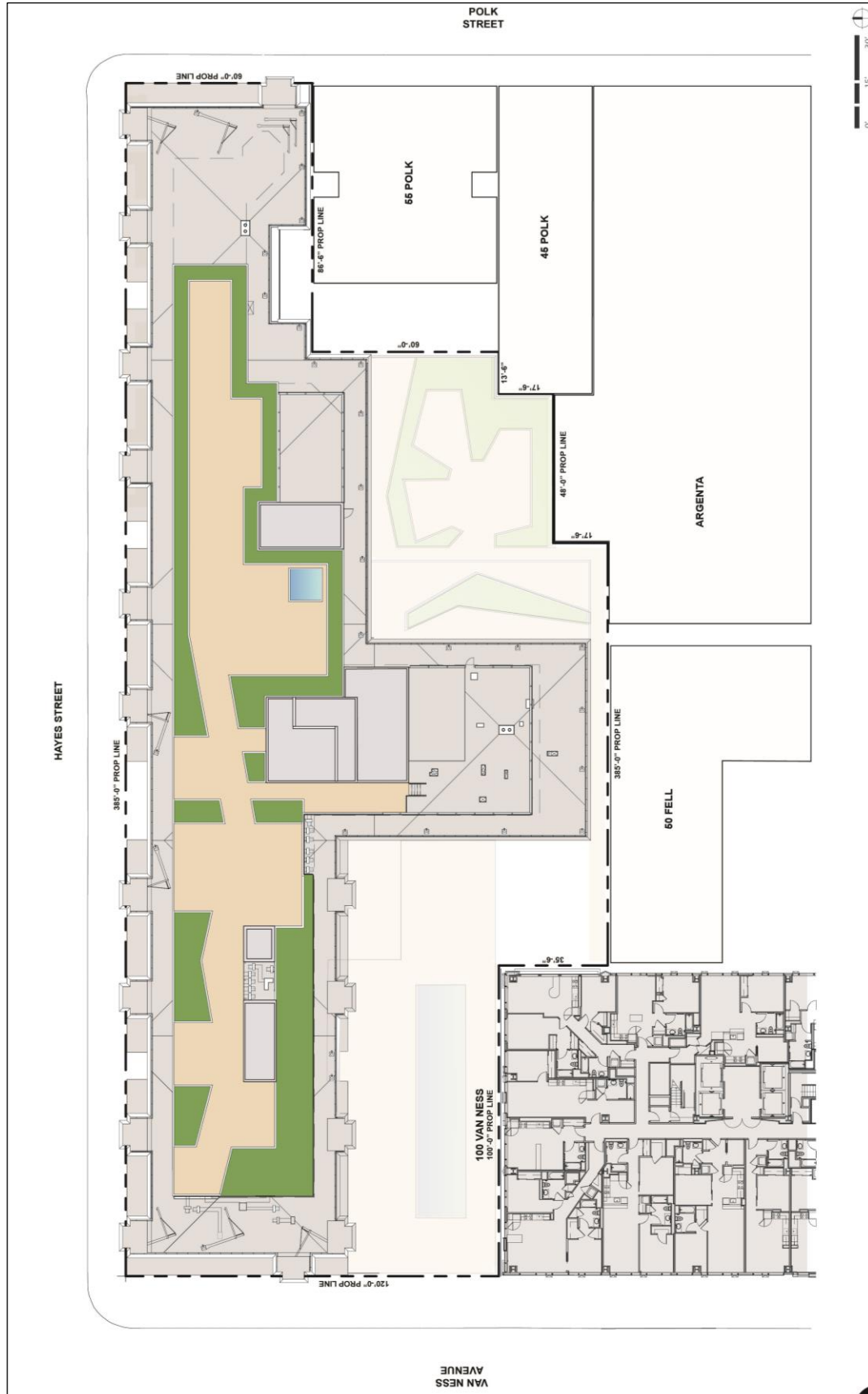


Figure 3: Proposed Site Plan (roof level view)

SOURCES: EMERALD FUND, RELATED, March 2015.

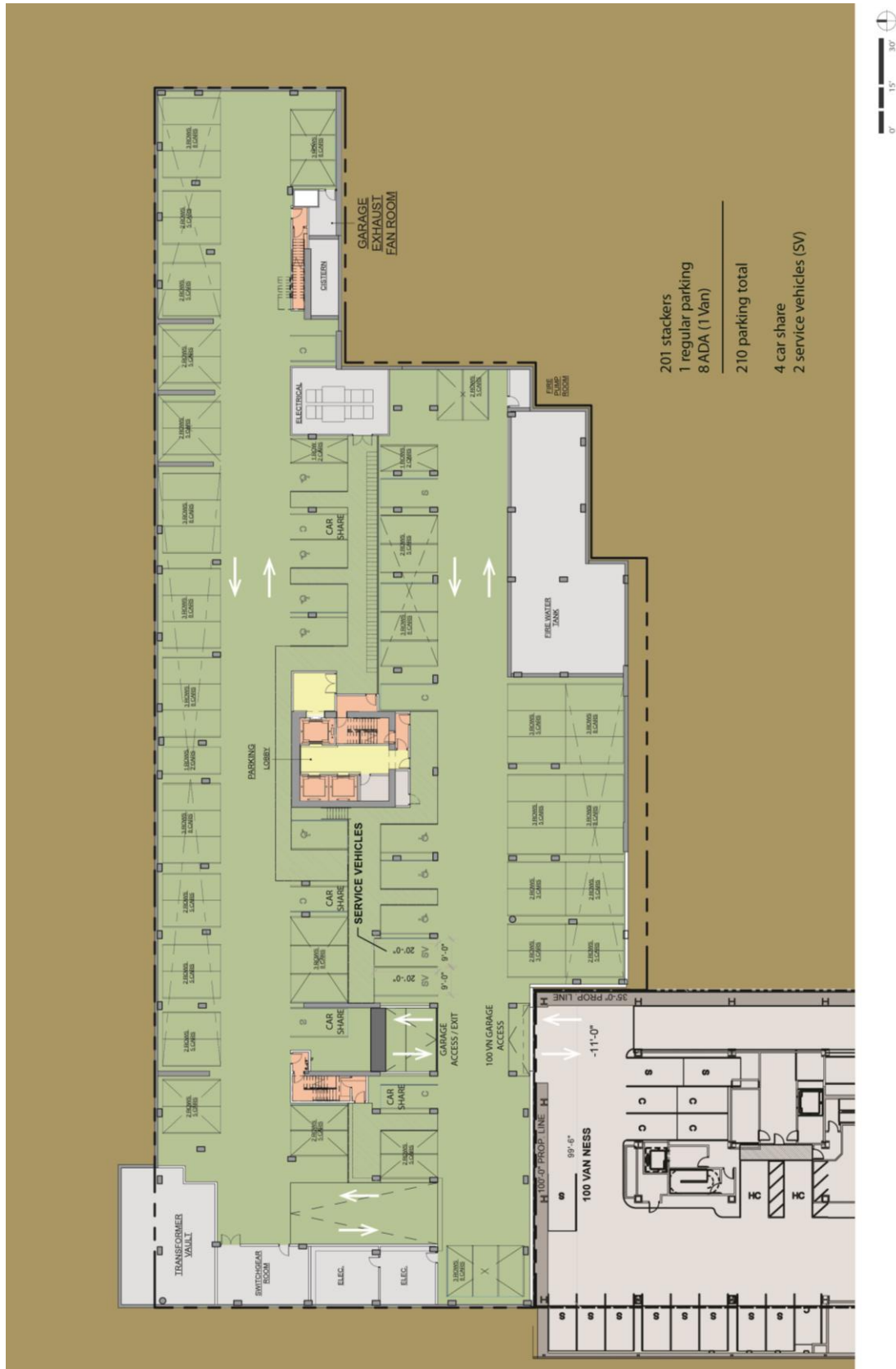


Figure 4: Proposed Basement Garage Level

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 5: Proposed Floor Plan – Ground Level

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 6: Proposed Floor Plan – Level 2

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 7: Proposed Floor Plan – Level 3

SOURCES: EMERALD FUND; RELATED, March 2015.





Figure 8: Proposed Floor Plan – Levels 4 through 11

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 9: Proposed Floor Plan – Level 12

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 10: Proposed Floor Plan – Level 13

SOURCES: EMERALD FUND; RELATED, March 2015.



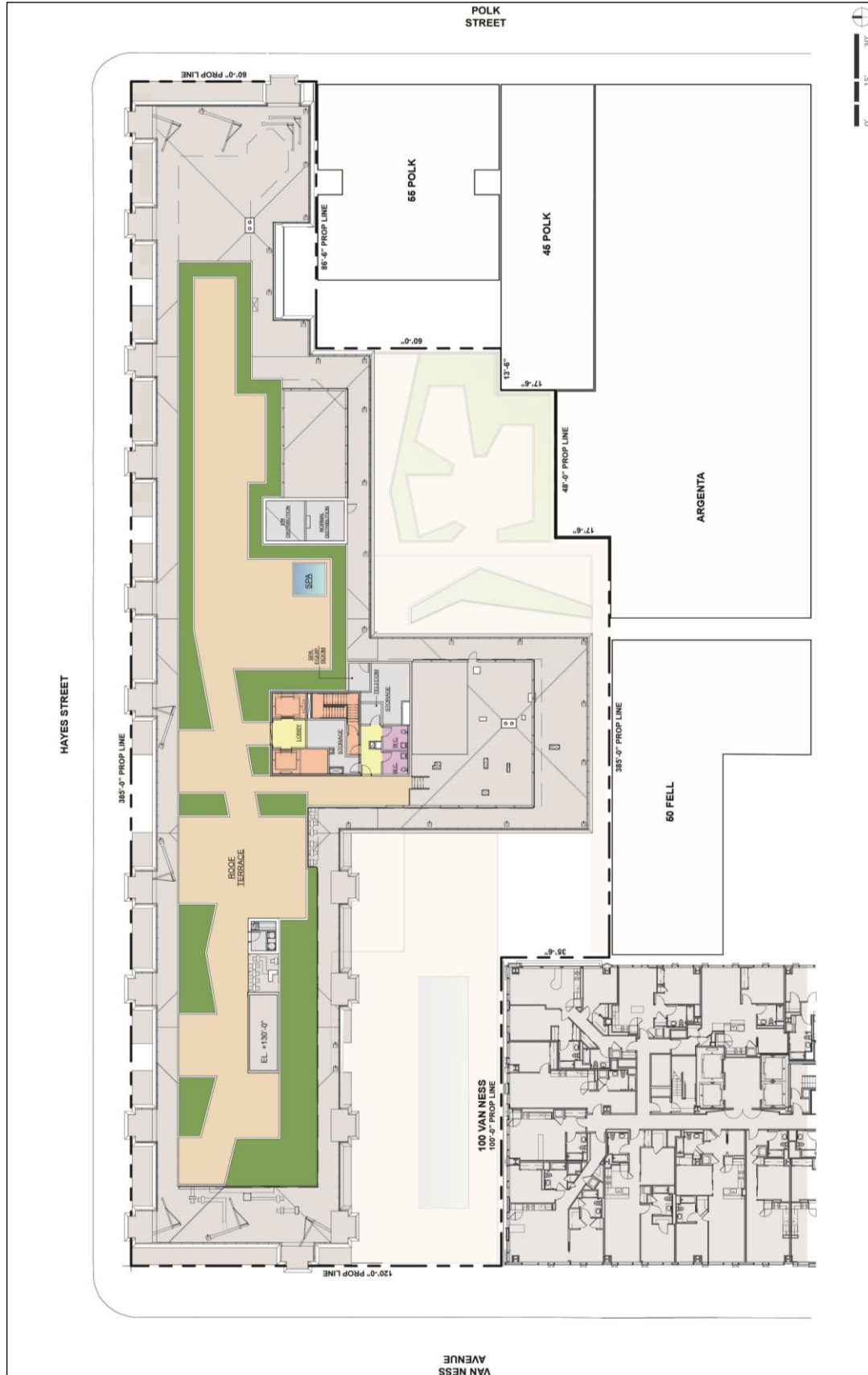


Figure 11: Proposed Roof Plan

SOURCES: EMERALD FUND; RELATED, March 2015.

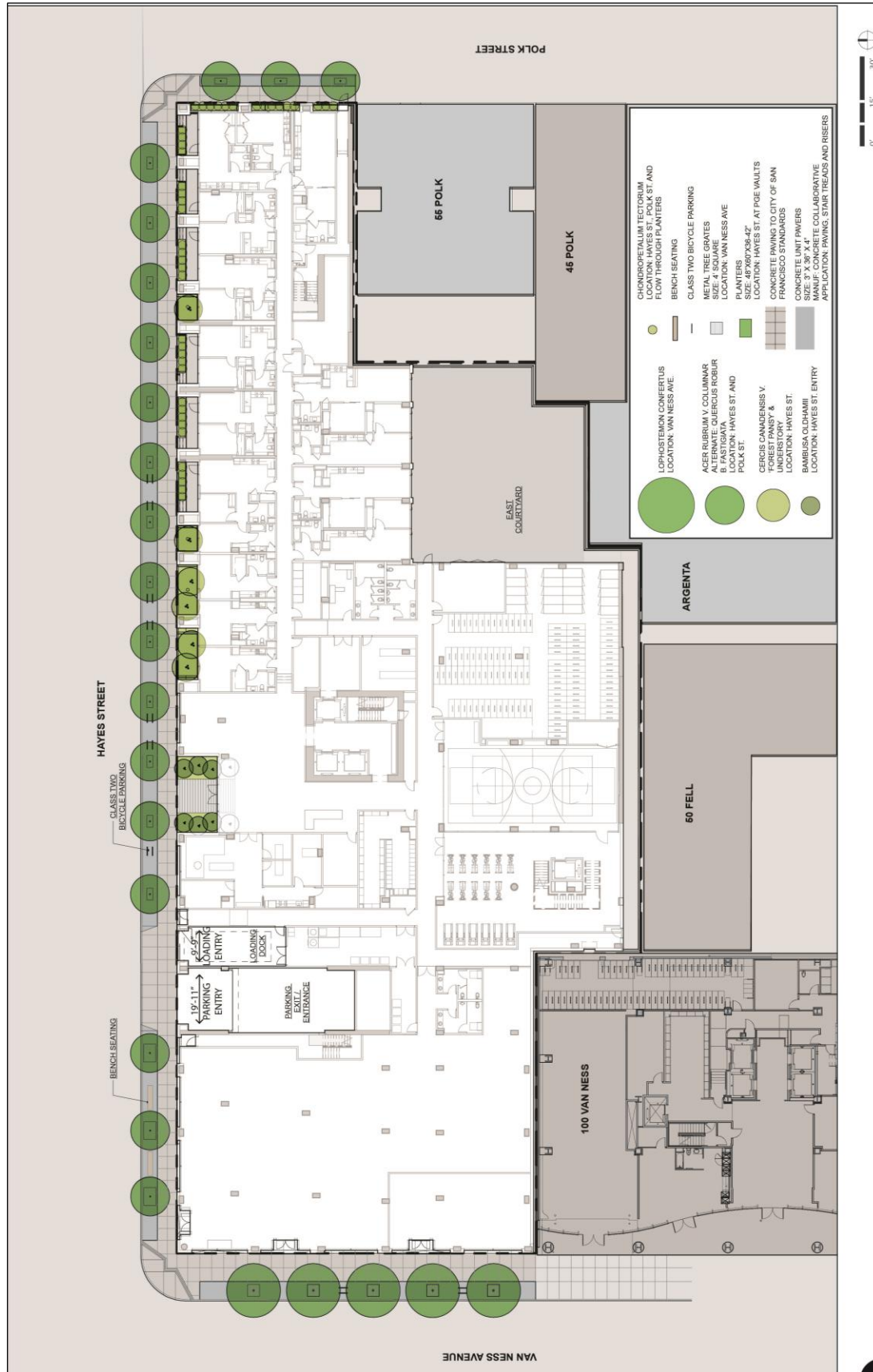
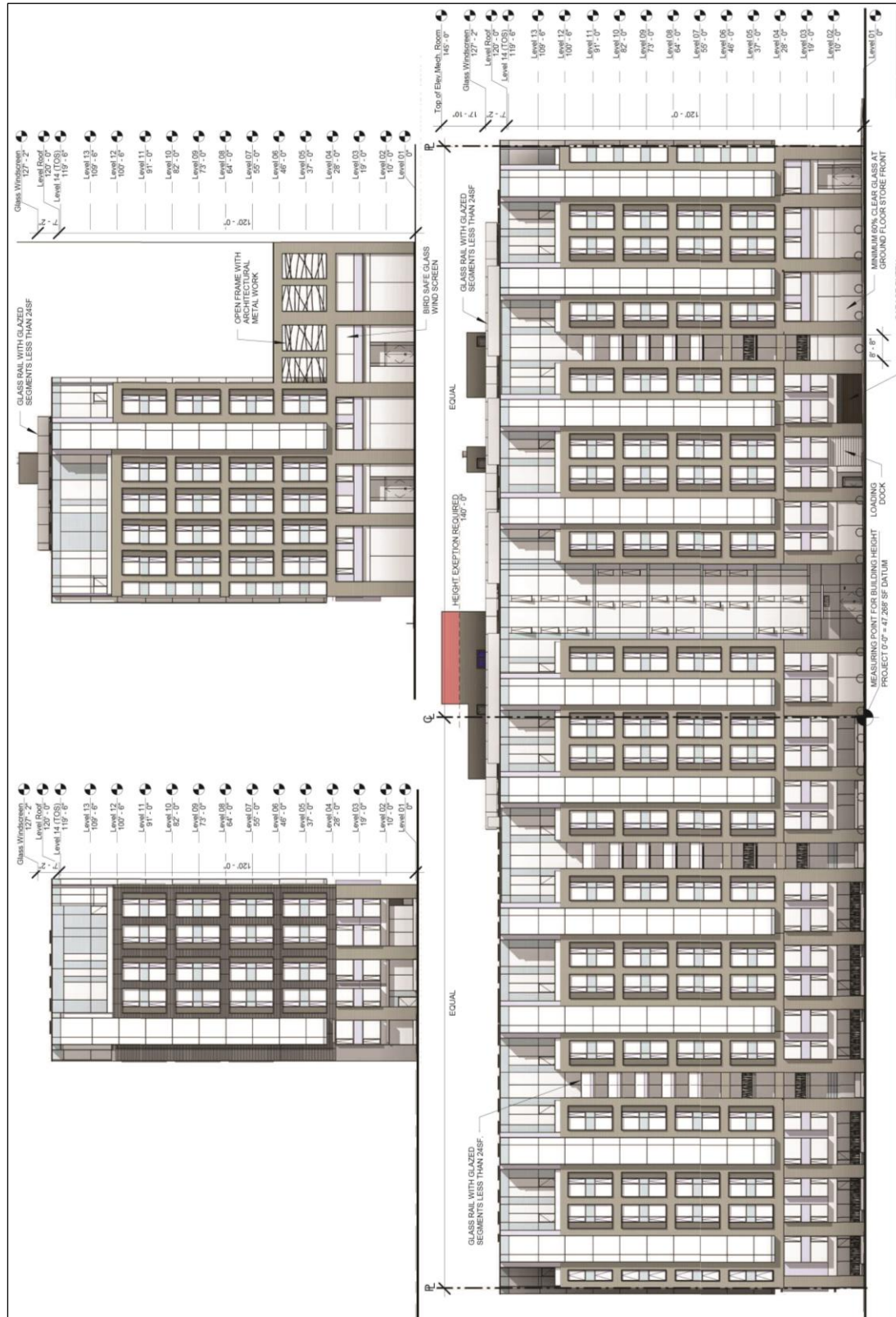


Figure 12: Proposed Streetscape Plan

SOURCES: EMERALD FUND; RELATED, March 2015.



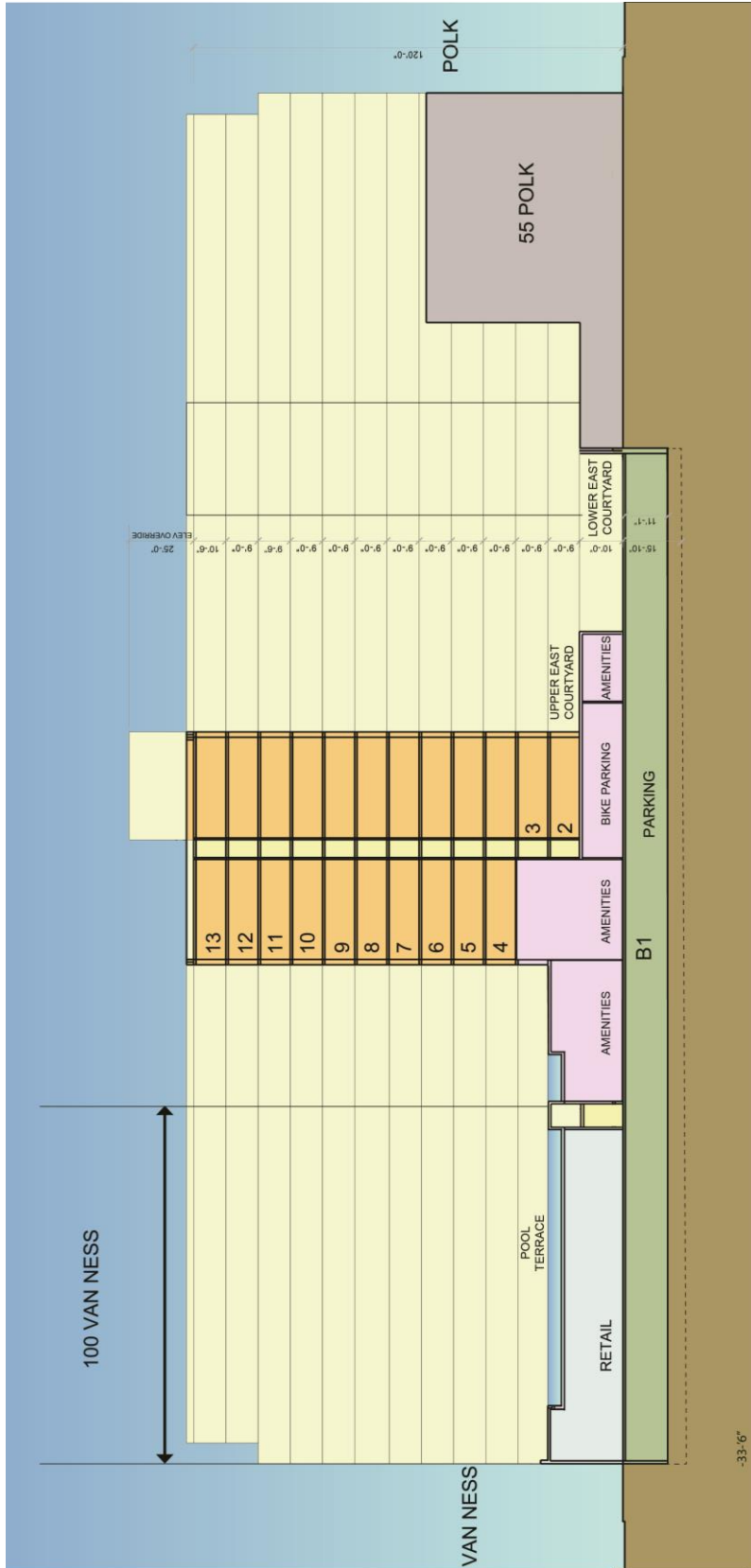


Figure 14: Proposed Section (Side)

SOURCES: EMERALD FUND; RELATED, March 2015

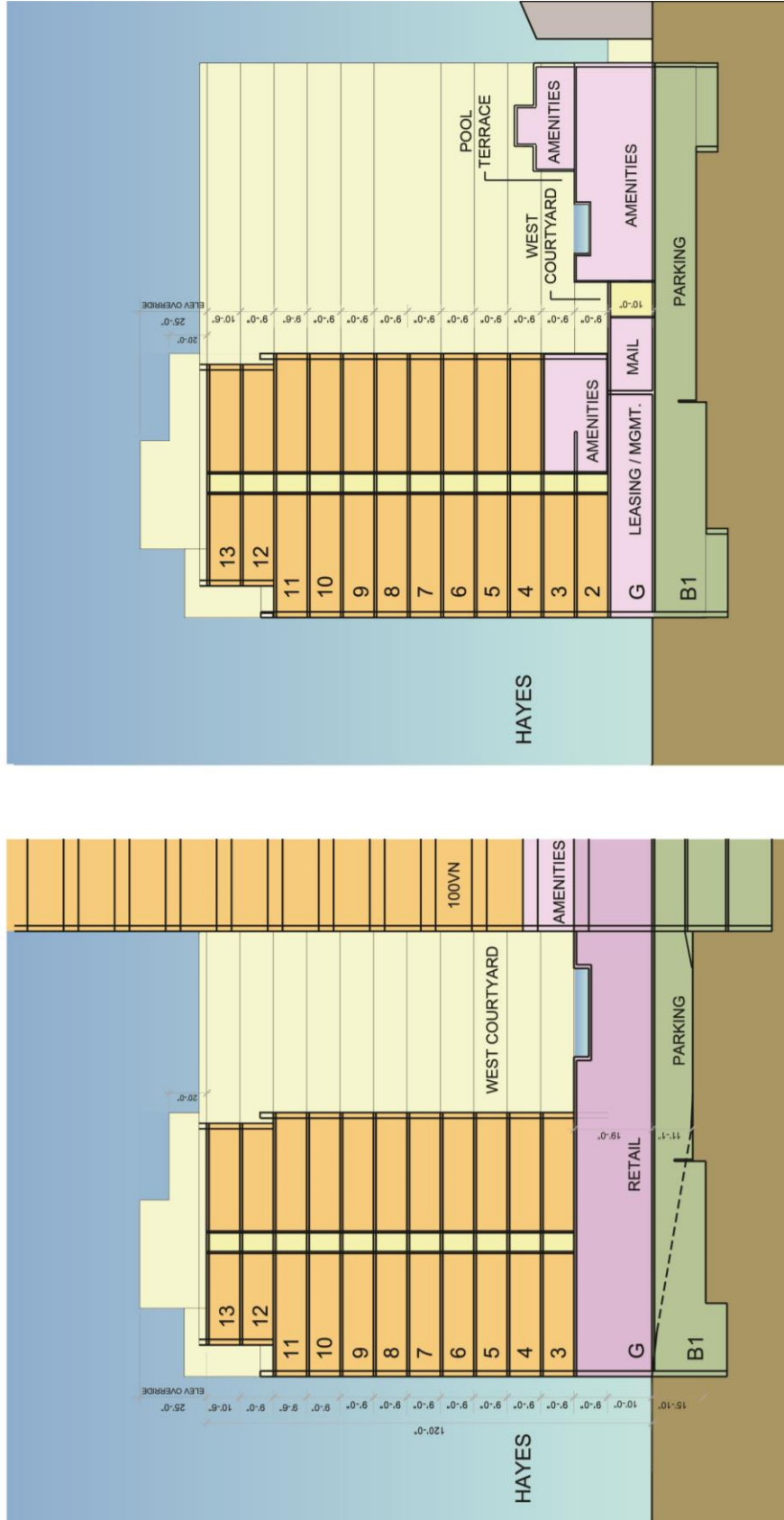


Figure 15: Proposed Elevations (Van Ness Avenue)

SOURCES: EMERALD FUND; RELATED, March 2015.



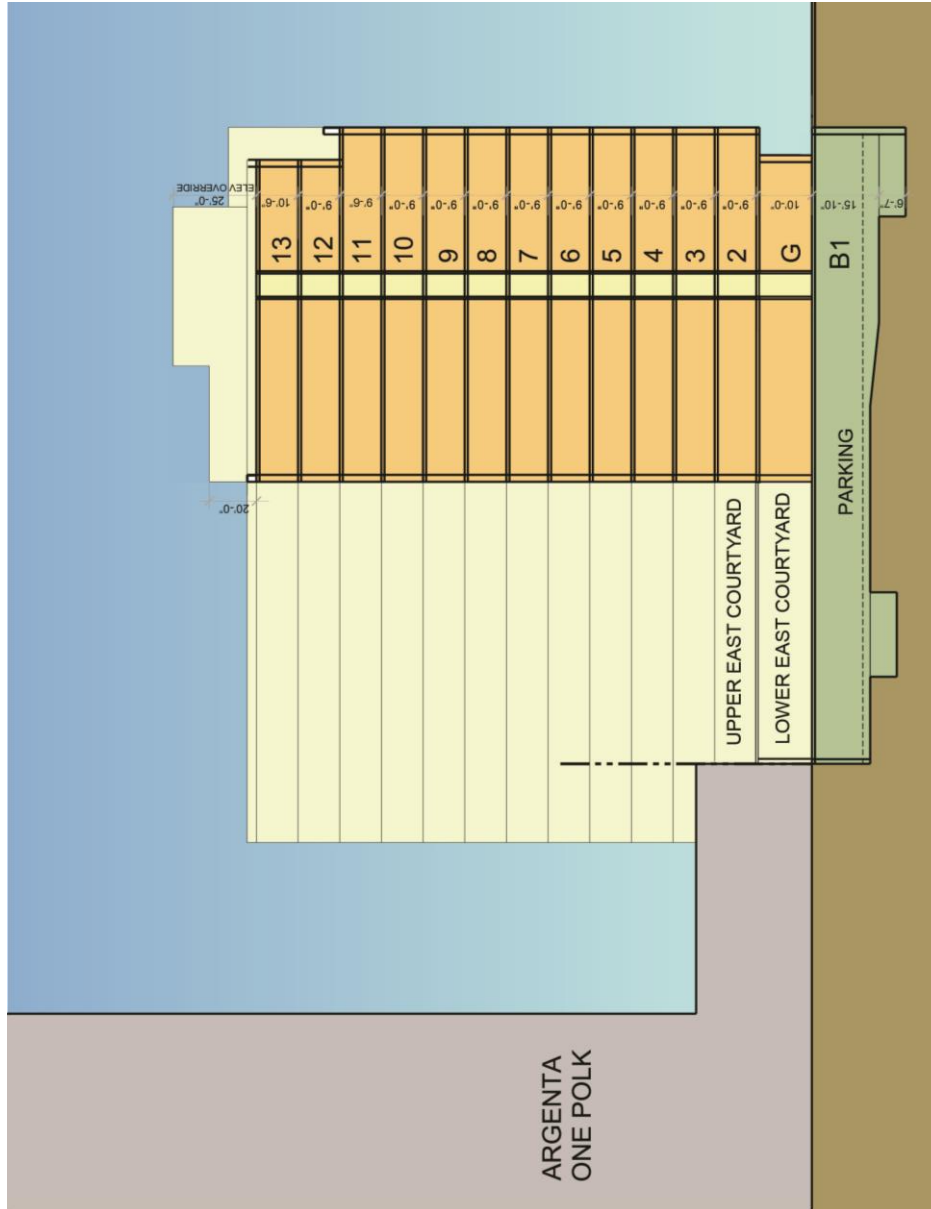


Figure 16: Proposed Section (Polk Street)

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 17: Perspective – View from Van Ness Avenue at Hayes Street

SOURCES: EMERALD FUND; RELATED, March 2015.



Figure 18: Perspective – View along Hayes Street at Polk Street

SOURCES: EMERALD FUND; RELATED, March 2015.





Figure 19: Perspective – Entrance (left) and Detail Views (right)

SOURCES: EMERALD FUND, RELATED, March 2015.



Figure 20: Perspective – Walk Up Unit Entry (left) and Pool Terrace (right)

SOURCES: EMERALD FUND, RELATED, March 2015.





Figure 21: Perspective – Aerial View

SOURCES: EMERALD FUND; RELATED, March 2015.

## PROJECT APPROVALS

The proposed 150 Van Ness Avenue project would require the approvals listed below.

### Actions by the Planning Commission

- Approval of an application for a Section 309 Downtown Project Authorization. As part of the Section 309 process, the proposed project would require exceptions to ground-level wind currents (Planning Code Section 148), off-street parking (Section 151.1), and rear yard-lot coverage (Section 249.33). This is considered the Approval Action for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.
- Approval of a conditional use authorization to exempt floor area attributed to inclusionary affordable housing units from the Floor Area Ratio (Section 124) and to authorize three guest suites as hotel rooms (Section 216).

### Actions by other City Departments

- **Zoning Administrator.** Approval of a variance for dwelling unit exposure (Section 140), curb cut width (Sections 145.1 and 155), and a height exemption from the elevator (Section 260).
- **Department of Building Inspection (DBI).** Approval of site (building) permit, demolition, and grading, permits for the demolition of the existing buildings and construction of the new building.
- **Department of Public Works (DPW).** Approval of a lot merger and condominium map.
- **San Francisco Municipal Transportation Agency (SFMTA).** Approval of the proposed curb modifications and parking garage operations plan.
- **Bureau of Street Use and Mapping, DPW.** Street and sidewalk permits for any modifications to public streets, sidewalks, protected trees, street trees, or curb cuts.
- **San Francisco Public Utilities Commission.** Approval of any changes to sewer laterals. Approval of an erosion and sediment control plan prior to commencing construction, and compliance with post-construction stormwater design guidelines—including a stormwater control plan—required for projects that result in ground disturbance of an area greater than 5,000 square feet.

### Actions by Other Agencies

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

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project, and indicates whether such impacts are addressed in the Programmatic Environmental Impact Report for the Market and Octavia Area Plan (Market and Octavia PEIR).<sup>1</sup> 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 offsite effects in the Market and Octavia 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 Market and Octavia 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 topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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

The Market and Octavia PEIR identified significant impacts related to archaeology, transportation, air quality, wind, shadow, geology, and hazardous materials. Mitigation measures were identified for the above impacts and reduced all impacts to less than significant, with the exception of those related to transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line), and shadow impacts on two open spaces (War Memorial and United Nations Plaza).

The proposed project would result in demolition of the existing on-site office development and surface parking lots on the project site and construction of a 13-story-over-basement-level, 145-foot-tall (including the up to 25-foot-tall elevator and mechanical penthouse above the 120-foot-tall building roof), approximately 450,577-gsf mixed-use building. The proposed mixed-use building would have 420 dwelling units, three ground-floor hotel guest suites, and approximately 9,000-gsf of ground-floor retail. As discussed below in this CPE 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 Market and Octavia PEIR.

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<sup>1</sup> San Francisco Planning Department, 2007. Market and Octavia Area Plan Final Environmental Impact Report, Case No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007. This document is available online at [www.sf-planning.org/index.aspx?page=1714](http://www.sf-planning.org/index.aspx?page=1714) or at the Planning Department, 1650 Mission Street, Suite 400.

**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 criteria; therefore, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>2</sup>

<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>
<b>1. LAND USE AND LAND USE PLANNING—</b> 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 Market and Octavia PEIR determined that adoption of the Area Plan would not result in a significant adverse impact on land use or land use planning. Furthermore, as determined by the Citywide and Current Planning divisions of the Planning Department, the proposed project is permitted in the zoning district in which the project site is located, and is consistent with the bulk, density, and land uses as envisioned in the Area Plan, described below.<sup>3,4</sup>

Prior to the Area Plan, the project site's Use District was C-3-G (Downtown General Commercial District) within the 120-X Height and Bulk District. The Area Plan designates the project site land use district as DTR (Downtown Residential Transit) with a height limit ranging from 96 to 120 feet. Since the adoption of the Area Plan PEIR, the project site has not been rezoned and is currently located in a C-3-G Use District and 120-R-2

<sup>2</sup> San Francisco Planning Department, 2014. Transit-Oriented Infill Project Eligibility Checklist for 150 Van Ness Street. December 5. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>3</sup> San Francisco Planning Department, 2014. Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis for 150 Van Ness Avenue, from Adam Varat. February 2, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

<sup>4</sup> San Francisco Planning Department, 2014. Community Plan Exemption Eligibility Determination Current Planning Division for 150 Van Ness Avenue, from Jeff Joslin. February 2, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

Height and Bulk District. The site is also in the Van Ness and Market Downtown Residential Special Use District, which encourages the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. The Area Plan allows for intensive commercial uses and residential towers clustered around the intersection of Market Street and Van Ness Avenue.

The proposed project would result in demolition of the existing on-site office development (150 Van Ness Avenue and the 155 Hayes Street building addition to 150 Van Ness Avenue) and surface parking lots on the project site and construction of a 13-story-over-basement-level, 145-foot-tall (including the up to 25-foot-tall elevator and mechanical penthouse above the 120-foot-tall building roof), approximately 450,577-gsf mixed-use building. The proposed mixed-use building would have 420 dwelling units, three ground-floor hotel guest suites, and approximately 9,000-gsf of ground-floor retail. As described above, the proposed project is consistent with the Area Plan zoning and intent, and implementation of the proposed project would not result in significant impacts which were not identified in the 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>
<b>2. POPULATION AND HOUSING—</b>				
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"/>

A goal of the Area Plan is to implement citywide policies to increase the housing supply at higher densities in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and in-fill development sites. The Area Plan PEIR anticipates an increase of 7,620 residents in the Plan Area by the year 2025. The Market and Octavia PEIR determined that although the additional development that would result from adoption of the Area Plan would generate household growth, this anticipated growth would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would require the demolition of the existing on-site office building (150 Van Ness Avenue and the 155 Hayes Street building addition to 150 Van Ness Avenue) and surface parking lots, which provide approximately 149,049 square feet of office space (including lobby, loading, and other support areas) and approximately 99 parking spaces exist on-site. The proposed project would construct 420 dwelling units, three ground-floor hotel guest suites, and 9,000-gsf of ground-floor retail space. The project would result in a net increase in housing and net decrease in jobs on the project site as follows: an increase of 375,808-gsf of residential use (420 residential units), an increase of 1,220-gsf of hotel use (three

hotel guest suites), an increase of 9,000-gsf of retail use, and a decrease of 140,049 square feet of office use. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Market and Octavia Area Plan and evaluated in the Market and Octavia PEIR.

For the reasons described above, the proposed project would not result in significant project-specific or cumulative impacts on population and housing that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>3. CULTURAL RESOURCES</b> —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) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Historic Architectural Resources

The Market and Octavia PEIR noted that although development would be allowed in the Plan Area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. No mitigation measures were identified.

Under CEQA, evaluation of the potential for proposed projects to impact historical resources is a two-step process: the first is to determine whether the property is an historical resource as defined in Section 15064.5(a)(3) of CEQA; and, if it is determined to be an historical resource, the second is to evaluate whether the action or project proposed would cause a substantial adverse change.

The proposed project would consist of the demolition of the existing office building (150 Van Ness Avenue and the 155 Hayes Street building addition to 150 Van Ness Avenue) and surface parking lots on the project site. Based on the Historic Resource Evaluation completed for the proposed project, the existing building and addition have been determined not to be historic resources under CEQA.<sup>5</sup> The 150 Van Ness Avenue building (constructed in 1925, façade renovation in 1969) and the 155 Hayes Street building addition (constructed in 1958) do not appear individually eligible for inclusion in the California

<sup>5</sup> Architecture + History, LLC, 2014. Historic Resource Evaluation 150 Van Ness Avenue, San Francisco, CA. Prepared for Van Ness Hayes Associates, LLC. July 25. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.



Register of Historical Resources and do not appear eligible for listing as a functionality-related complex of buildings under any criterion.<sup>6</sup>

Planning Department staff concurred with the findings of the Historic Resource Evaluation Report that the proposed project would have no significant adverse impact to historic resources. While the proposed project is located near the Civic Center Historic District, the existing office building (150 Van Ness Avenue main building and 155 Van Ness Avenue building addition) do not contribute to the district, nor do they contribute to any discontiguous district associated with the Van Ness Auto Row. The construction of the new building would be outside the Civic Center Historic District boundaries and the proposed project does not have the potential to materially alter either of the two closest District contributors, Exposition Auditorium and High School of Commerce (Landmark No. 140). While the proposed project would be located in close proximity to these known historic buildings, there would be no direct impact to the character-defining features, or the elements or design that are noteworthy in the Civic Center Historic District. As the proposed project would not result in a significant impact to historic resources, it is not anticipated to contribute to any potential cumulative impact to historic resources.<sup>7</sup>

The project sponsor has agreed to implement Improvement Measure HR-1– Salvage listed in the Improvement and Mitigation Measures section below, which would identify building fabric and decorative details within the vestibule and lobby that may be salvaged.

Therefore, the proposed project would not contribute to the significant project-specific or cumulative historic resource impacts identified in the Market and Octavia PEIR, and no historic resource mitigation measures would apply to the proposed project.

## Archaeological Resources

The Market and Octavia PEIR determined that implementation of the Area Plan could result in significant impacts on archaeological resources, and identified four mitigation measures that would reduce these potential impacts to a less-than-significant level (Mitigation Measures C1 through C4). Mitigation Measure C1 – Soil-Disturbing Activities in Archaeologically Documented Properties<sup>8</sup> applies to properties that have a final Archeological Resource Design/Treatment Plan (ARDTP) on file; it requires that an addendum to the ARDTP be completed. Mitigation Measure C2 – General Soils-Disturbing Activities<sup>9</sup> was determined to be applicable for any project involving any soils-disturbing activities beyond a depth of 4 feet and located in those areas proposed in the Area Plan for which no archaeological assessment report has been prepared. Mitigation Measure C2 requires that a Preliminary Archaeological Sensitivity Study (PASS) be prepared by a qualified consultant or that a Preliminary Archaeological Review (PAR) be conducted by Planning Department staff. Mitigation Measure C3 – Soil-Disturbing Activities in Public Street and Open Space Improvements<sup>10</sup> applies to improvements to public streets and open spaces if those improvements disturb soils beyond a depth of 4 feet; it requires an Archeological Monitoring Program. Mitigation Measure C4 – Soil-Disturbing Activities in the Mission Dolores

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<sup>6</sup> San Francisco Planning Department, 2014. Historic Resources Evaluation Response for 150 Van Ness Avenue. September 22. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

<sup>7</sup> Ibid.

<sup>8</sup> Throughout this CPE, mitigation measures from the Market and Octavia PEIR are numbered based on the adopted Mitigation Monitoring and Reporting Program for the project; mitigation numbers from the PEIR are also provided for reference. Mitigation Measure C1 is Mitigation Measure 5.6.A1 in the PEIR.

<sup>9</sup> Mitigation Measure C2 is Mitigation Measure 5.6.A2 in the PEIR.

<sup>10</sup> Mitigation Measure C3 is Mitigation Measure 5.6.A3 in the PEIR.

Archaeological District<sup>11</sup> applies to projects in the Mission Dolores Archeological District that result in substantial soils disturbance; it requires an Archaeological Testing Program, as well as an Archaeological Monitoring Program and Archaeological Data Recovery Program, if appropriate.

The PEIR anticipated that development at the project site would have the potential to disturb archaeological deposits, and that Market and Octavia PEIR Mitigation Measure C2 would apply to the proposed project. Based on a review of San Francisco Planning Department records, no previous archaeological investigations have occurred in the project site. However, pursuant to Market and Octavia PEIR Mitigation Measure C2, a PAR was conducted by Planning Department staff for the proposed project. Based on the PAR, it has been determined that the Planning Department's third standard archaeological mitigation measure (testing) would apply to the proposed project.<sup>12</sup> Although no archaeological resources have been previously identified within the project area, the project site may harbor previously undiscovered CRHR-eligible prehistoric and/or historic-era archaeological resources. Because the proposed project would require approximately 46,490 cubic yards of soil excavation (including soil removal) up to a depth of 26 feet, project ground-disturbing activities and soil amendments would have the potential to affect previously undocumented CRHR-eligible resources, were they to be present below the project site. Therefore, implementation of Mitigation Measure 1 – Archaeological Testing (Market and Octavia PEIR Mitigation Measure C2), listed in the Mitigation Measures section below, would reduce potential significant impacts of the proposed project to archaeological resources to a less-than-significant level. For these reasons, the proposed project would not result in significant project-specific or cumulative impacts on archaeological resources that were not identified in the Market and Octavia PEIR.

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<sup>11</sup> Mitigation Measure C4 is Mitigation Measure 5.6.A4 in the PEIR.

<sup>12</sup> Email from Randall Dean, San Francisco Planning Department, to Sandy Ngan, November 13, 2014, "Preliminary Archeological Review completions." This email is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

<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>
<b>4. TRANSPORTATION AND CIRCULATION—</b> 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) 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 Market and Octavia PEIR anticipated that growth resulting from the Market and Octavia Area Plan's zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

The Market and Octavia PEIR identified several significant traffic impacts at seven intersections, and one transit impact. In the vicinity of the proposed project, the Market and Octavia PEIR identified cumulatively considerable impacts at the intersections of Mission Street/Otis Street/South Van Ness Avenue (southeast of the project site), and at Hayes Street/Van Ness Avenue (immediately northeast of the project site).<sup>13</sup> The Market and Octavia PEIR identified a significant and unavoidable cumulative transit delay impact to the 21 Hayes route in the weekday PM peak hour. This impact was a result of the increased vehicle delay along Hayes Street from Van Ness Avenue to Gough Street due to the proposed reconfiguration of Hayes Street included in the Plan.

The PEIR identified eight transportation mitigation measures—involving plan-level traffic management strategies; intersection and roadway improvements; and transit improvements—to be implemented by the Planning Department, the DPW, and the SFMTA. The PEIR did not identify project-level transportation mitigation measures to be implemented by project sponsors for future development under the Market and Octavia Area Plan. The PEIR determined that, even with implementation of the identified plan-level mitigation measures, the significant adverse effects at seven intersections and the

<sup>13</sup> The Market and Octavia PEIR identified Market Street/Van Ness Avenue as an intersection that would operate unsatisfactorily in the future; however, the Market and Octavia Area Plan would not contribute a substantial number of vehicles to this intersection, and its impact was considered less than significant.

cumulative impacts on certain transit lines resulting from delays at several Hayes Street intersections could not be fully mitigated. These impacts were found to be significant and unavoidable.

The following section summarizes the findings of the Transportation Impact Study prepared for the proposed project.<sup>14</sup> Because the proposed project is within the development projected under the Market and Octavia Area Plan, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction, beyond those analyzed in the PEIR. Although the proposed project would not result in any new significant traffic, bicycle, or pedestrian impacts, the project sponsor has agreed to implement the improvement measures, listed in the Improvement Measures section below (Pages 71-74), which would further reduce these less-than-significant impacts.

### **Trip Generation**

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (Transportation Guidelines), developed by the San Francisco Planning Department.<sup>15</sup> The proposed project would generate an estimated 5,404 person trips (inbound and outbound) on a weekday daily basis, consisting of an estimated 1,973 person trips by auto<sup>16</sup>, 2,014 transit trips, 1,262 walk trips, and 155 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 250 vehicle trips.<sup>17</sup>

### **Traffic**

Vehicle trips associated with the proposed project would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by 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 include: (1) Van Ness Avenue/Grove Street; (2) Van Ness Avenue/Hayes Street; (3) Van Ness Avenue/Fell Street; (4) Van Ness Avenue/Market Street/South Van Ness Avenue; (5) South Van Ness Avenue/Mission Street/Otis Street/12th Street; (6) Mission Street/Duboce Avenue/Otis Street/13th Street/Central Freeway; (7) Franklin Street/Hayes Street; (8) Polk Street/Hayes Street; and (9) Ninth Street/Market Street/Larkin Street/ Hayes Street. Table 3 provides existing and cumulative LOS data gathered for these intersections per the proposed project transportation study and the Market and Octavia PEIR.

<sup>14</sup> AECOM, 2014. 150 Van Ness Avenue Transportation Impact Study, December 3. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

Andrea Contreras, 2015. File 2013.0973 – 150 Van Ness Avenue – Revised Project Description and Project Construction Schedule. February 10. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

<sup>15</sup> Ibid.

<sup>16</sup> The daily and p.m. peak hour person trips from the hotel guest suites, described in the Note to File, have been included in the total for daily person trips by auto and p.m. peak hour vehicle trips.

<sup>17</sup> Ibid.

**Table 3**  
**Weekday PM Peak Hour Level of Service**

<b>Intersection</b>	<b>Existing LOS (2014)</b>	<b>Cumulative LOS (2025)</b>
1. Van Ness Avenue/Grove Street	B	E
2. Van Ness Avenue/Hayes Street	D	F
3. Van Ness Avenue/Fell Street	C	D
4. Van Ness Avenue/Market Street/ South Van Ness Avenue	C	E
5. South Van Ness Avenue/Mission Street/Otis Street/12 <sup>th</sup> Street	D	F
6. Mission Street/Duboce Avenue/Otis Street/13 <sup>th</sup> Street/Central Freeway	C	E
7. Franklin Street/Hayes Street	C	F
8. Polk Street/Hayes Street	B	C
9. Ninth Street/Market Street/Larkin Street/ Hayes Street	C	E
Notes: Existing LOS is based on traffic counts collected in 2012 and 2014. Cumulative LOS is based on traffic counts collected in 2004 for the Market and Octavia PEIR, certified in 2008. Source: Market and Octavia PEIR, 2007. AECOM, 2014.		

The proposed project would generate an estimated 250 new p.m. peak hour vehicle trips (148 inbound and 102 outbound trips) that could 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 intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, and would not substantially increase average delay at intersections that currently operate at unacceptable LOS. Under 2025 cumulative conditions, the proposed project would contribute approximately 2.6 percent to the total intersection volume at the Van Ness Avenue/Hayes Street, 1.4 percent to the total intersection volume at South Van Ness Avenue/Mission Street/Otis Street/12<sup>th</sup> Street, and 0.3 percent to the total intersection volume at Franklin Street/Hayes Street.<sup>18</sup> The Van Ness Avenue/Grove Street and Polk Street/Hayes Street intersections were not analyzed in the Market and Octavia Area Plan PEIR, but are expected to contribute approximately 3.6 percent and 4.7 percent to intersection volumes under 2025 cumulative

<sup>18</sup> AECOM, 2014. 150 Van Ness Avenue Transportation Impact Study, December 3. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

Andrea Contreras, 2015. File 2013.0973 – 150 Van Ness Avenue – Revised Project Description and Project Construction Schedule. February 10. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.



conditions, respectively. These contributions are not anticipated to contribute considerably to 2025 cumulative conditions.<sup>19</sup>

The proposed project would not contribute considerably to LOS delay conditions under existing conditions as its contribution of an estimated 250 new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated overall by Market and Octavia Plan projects. 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.

Although the proposed project is not expected to result in any new significant traffic impacts, there are a number of measures that could be implemented to further reduce the less-than-significant impact of traffic in the project area and further reduce the less-than-significant impacts related to potential vehicular and pedestrian conflicts in the project vicinity. The project sponsor has agreed to implement Improvement Measure 2 – Pedestrian Countdown Timers; Improvement Measure 3 – Audible and Visible Warning Devices; Improvement Measure 4 – Loading Coordination; and Improvement Measure 5 – Loading Accommodation and Restrictions, listed in the Improvement Measures section below, which would further reduce these less-than-significant traffic impacts.

In addition, the project is not proposing new curb cuts on Van Ness Avenue and Polk Street. The proposed project ingress/egress would serve the below grade parking garage in the adjacent 100 Van Ness Avenue building and enable the existing curb cut along 100 Van Ness Avenue building to be removed. In terms of circulation, vehicles would enter and leave the garage via the left lanes of Hayes Street and this would not conflict with the 21 Hayes Muni route, which operates primarily in the right lanes.

For the above reasons, the proposed project would not result in significant project-specific or cumulative impacts on traffic that were not identified in the Market and Octavia PEIR.

## Transit

The project site is within a quarter mile of several local transit lines, including Muni Metro lines J, K, L, M, N, and T; streetcar line F, as well as Muni bus lines N Owl, 5/5L, 6, 9/9L, 14/14L, 16X, 19, 21, 47, and 49. The proposed project would be expected to generate 2,015 daily transit trips, including 346 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 346 p.m. peak-hour transit trips would be accommodated by existing capacity. Therefore, the proposed project would not result in unacceptable levels of transit service or cause an increase in transit delays or operating costs such that significant adverse impacts to transit service could result.

As described above, the Market and Octavia PEIR identified significant and unavoidable cumulative transit delay impacts to the 21 Hayes Muni route. The proposed project would not contribute considerably to these conditions as its contribution of 346 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by projects under the Market and Octavia Area Plan. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts. The 9,000 square feet of ground-floor retail use proposed by the project sponsor would be subject to the City of San Francisco's Transit Impact Development Fee (TIDF).

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<sup>19</sup> Ibid.

For the above reasons, the proposed project would not result in significant project-specific impacts related to transit that were not identified in the Market and Octavia PEIR and would not contribute considerably to cumulative transit impacts that were identified in the Market and Octavia 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 whether 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 three criteria discussed on page 37; therefore, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.<sup>20</sup> 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 only.

The proposed project would remove the existing on-site surface lots that provide 99 parking spaces (currently used for construction staging for the 100 Van Ness Avenue project) and would construct a basement-level parking garage (accessible from Hayes Street) for the proposed mixed-use building for 216 vehicle parking spaces (210 residential spaces, two service spaces, and four car share spaces). 201 of the 216 parking spaces would be provided through mechanical parking (stackers) and the remaining spaces would be provided as standard stalls.

The parking demand for the new residential and retail uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the peak evening demand for parking would be for 548 spaces. The proposed project would provide 224 off-street spaces. Therefore, as proposed, the project would have an unmet peak evening parking demand of an estimated 324 spaces. At this location, the unmet parking demand could be accommodated in existing on-street and off-street parking spaces within a reasonable distance from the project vicinity. Currently, six public off-street parking facilities within walking distance of the project site current operate at within 72 percent occupancy during the weekday midday period and 73 percent occupancy during the weekday evening period. When aggregated together, these facilities have the capacity to accommodate approximately 411 vehicles during the weekday midday period and 385 spaces during the weekday evening period, which would fully accommodate the expected shortfall in parking supply at the project site.<sup>21</sup> Additionally, the project site is well served by public transit and bicycle

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<sup>20</sup> San Francisco Planning Department, 2014. Transit-Oriented Infill Project Eligibility Checklist for 150 Van Ness Street. December 5. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>21</sup> AECOM, 2014. 150 Van Ness Avenue Transportation Impact Study, December 3. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity in such a way that hazardous conditions or significant traffic delays would be created.

The Market and Octavia PEIR identified two improvements measures to reduce parking demand with the implementation of the Market and Octavia Plan. The first included coordinating with car-sharing providers to promote the use of car-sharing, and designating a certain portion of new parking spaces for car-share spaces. The second improvement measure considered a reduced vehicle ownership scenario, entailing a combination of improvements to transit, pedestrian, and bicycle circulation and access in the Market and Octavia Plan Area; this, combined with reduced off-street parking spaces, would likely reduce the number of vehicles per household, and the overall parking demand for projects in the Plan Area. The proposed project would implement both of these improvement measures through the provision of a car-sharing space in the building garage, and by providing parking consistent with the Planning Code (0.50 parking spaces per residential unit is proposed by the project, consistent with up to with up to 0.5 spaces per residential unit permitted by the Planning Code and in the Van Ness and Market Downtown Residential Special Use District [SUD]). In addition, the project sponsor has agreed to implement Improvement Measure 6 –Transportation Demand Management; Improvement Measure 7 – Passenger Loading Zone; and Improvement Measure 8 – Queue Abatement, listed in the Improvement and Mitigation Measures section below, which would minimize parking demand and reduce queuing of vehicles entering the garage along Hayes Street.

Further, the project site is located in a C-3-G zoning district and SUD where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not ‘bundled’ with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 548 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 proposed 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 provided, would not result in significant delays or hazardous conditions

Parking conditions are not static, because parking supply and demand varies from day to day, from day to night, from month to month, etc. The availability of parking spaces (or lack thereof) is therefore not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Although 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

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Andrea Contreras, 2015. File 2013.0973 – 150 Van Ness Avenue – Revised Project Description and Project Construction Schedule. February 10. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

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 automobile travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site, and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips by others who are aware of constrained parking conditions in a given area, and therefore 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.

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<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>
<b>5. NOISE</b> —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"/>

### Construction Impacts

The Market and Octavia PEIR noted that the background noise levels in San Francisco are elevated primarily due to traffic noise, and that some streets have higher background sound levels, such as Market Street. The PEIR identified an increase in the ambient sound levels during construction, dependent on the types of construction activities and construction schedules, and noise from increased traffic associated with construction truck trips along access routes to development sites. The PEIR determined that compliance with the San Francisco Noise Ordinance (Noise Ordinance) governed by Article 29 of the San Francisco Police Code would reduce construction impacts to less-than-significant levels. No mitigation measures related to noise from construction were identified in the Market and Octavia PEIR.

All construction activities for the proposed project (approximately 24 months) would be subject to and would comply with 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 A-weighted decibels (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 DPW or the Director of 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 project during the 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. Although pile-driving is not proposed, the proposed installation of drilled displacement columns and soil-cement mixing columns at the project site could result in increased noise temporarily. During the construction period for the proposed project of approximately 24 months, occupants of the nearby properties could be disturbed by construction noise. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance.

For the above reasons, implementation of the proposed project would not result in significant project-specific or cumulative construction impacts related to noise and vibration that were not identified in the PEIR, and no mitigation measures are necessary.

### Operational Impacts

The PEIR noted that Area Plan related land use changes would have the potential for creating secondary noise impacts associated with projects' fixed heating, ventilating or air-conditioning (HVAC) equipment and other localized noise-generating activities. The PEIR determined that existing ambient noise conditions in the Plan Area would generally mask noise from new on-site equipment. Therefore, the increase in noise levels from operation of equipment would be less than significant. The PEIR also determined that all new development in the Plan Area would comply with Title 24 of the California Code of Regulations (CCR), and with the Land Use Compatibility Guidelines for Community Noise of the General Plan,<sup>22</sup> which would prevent significant impacts to sensitive receptors during project operations.

Existing ambient noise in the vicinity of the project site was assessed in the noise study completed for the proposed project.<sup>23</sup> The noise environment at the project site is predominantly affected by vehicular traffic along Van Ness Avenue, Hayes Street, and Polk Street. Also, Van Ness Avenue serves as a route for many bus lines. Noise measurements were conducted at the project site between March 6, 2014, and March 10, 2014, to quantify the existing noise environment. The noise monitoring survey included three long-term noise measurements on Van Ness Avenue, Polk Street, and Hayes Street and two measurements on the roof of the existing on-site office building. In the vicinity of the project site, the measured outdoor ambient day-night sound level (DNL or  $L_{dn}$ ) was 78 decibels (dB) along Hayes Street, 75 dB along Van Ness Avenue, 75 dB along Polk Street, 72 dB on the roof along Van Ness Avenue, and 72 dB on the roof along Hayes Street.

Ambient noise levels in San Francisco are largely influenced by traffic. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels perceptible to most people (3-dB increase). As described in Section 4, Transportation, the proposed project would generate 250 vehicle-trips during the p.m. peak-hour. Given existing traffic volumes in the project vicinity, the 250 vehicle-trips during the p.m. peak-hour are not anticipated to double the traffic volumes on any given street in the project area. Therefore, the proposed project would not result in a perceptible noise increase from project-related traffic in the project area. The proposed project would result in less-

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<sup>22</sup> San Francisco Planning Department, 2004. San Francisco General Plan, Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise. Last amended December. Available online at: [www.sf-planning.org/ftp/general\\_plan/16\\_Environmental\\_Protection.htm](http://www.sf-planning.org/ftp/general_plan/16_Environmental_Protection.htm).

<sup>23</sup> Charles M. Salter Associates, Inc., 2014. 150 Van Ness Apartments, Preliminary Environmental Noise Study CSA Project Number: 14-0141. March 26. Prepared for Emerald Fund. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

than-significant noise impacts from project-related traffic and the proposed project would not contribute to a considerable increment or to any cumulative noise impacts related to traffic.

The proposed project would include new HVAC equipment on the roof. Given the site's proximity to residential uses, residents at the adjacent 100 Van Ness Avenue would experience new noise exposure from the proposed HVAC equipment. However, the proposed project's HVAC equipment would be located on the roof behind screens with appropriate acoustical treatment. In addition, the sound transmission class (STC) ratings of the windows at the 100 Van Ness Avenue building would insulate it from noise generated by new HVAC equipment in adjacent buildings.<sup>24</sup>

In addition, based on required implementation of the noise study recommendations at the project site, such as sound rated windows with specific sound transmission class (STC) ratings for the commercial and residential spaces, the proposed project would attain acceptable interior noise levels.<sup>25</sup> In addition, the proposed interior courtyards (on the ground floor and Level 2) would be shielded from traffic noise because they would be surrounded by buildings. The pool terrace would be located 19 feet above the street and behind a 20-foot wall to reduce ambient and project-related operational noise. The roof terrace would be located 120 feet above the street and would be surrounded by a windscreen that would reduce ambient and project-related operational noise. During the review of the building permit, DBI would check project plans for compliance with applicable noise standards. Compliance with applicable noise standards would ensure that project-related impacts from exposure of building residents to ambient noise and project-related operational noise would result in less-than-significant impacts.

The proposed project would include mechanical equipment (emergency generator, four boilers, and one fire pump) that could produce operational noise. The new emergency generator and boilers on the roof would be screened with the appropriate acoustical treatment. The fire pump would be located in the basement garage in its designated room and be acoustically isolated. Mechanical equipment operations would also be subject to the San Francisco Noise Ordinance. The proposed project would comply with the Noise Ordinance by including acoustical sound attenuating improvements for the mechanical equipment to achieve an interior day-night equivalent sound level of 45 dBa. Compliance with the Noise Ordinance would minimize noise from the project's building operations. Therefore, noise impacts related to proposed project's operation would be less-than-significant. The proposed building would also not contribute to a considerable increment or to any cumulative noise impacts related to noise from mechanical equipment.

The project site is not in an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, Checklist questions e and f above are not applicable.

For the above reasons, implementation of the proposed project would not result in significant project-specific or cumulative impacts related to noise and vibration that were not identified in the PEIR, and no mitigation measures are necessary.

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<sup>24</sup> Email from Marc Babsin, February 27, 2015. "Re: 150 Van Ness – Generator." This email is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0973E.

<sup>25</sup> Charles M. Salter Associates, Inc., 2014. 150 Van Ness Apartments, Preliminary Environmental Noise Study CSA Project Number: 14-0141. March 26. Prepared for Emerald Fund. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<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>
<b>6. AIR QUALITY</b> —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 Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter (DPM) during construction of development projects under the Area Plan. The Market and Octavia PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels. Market and Octavia PEIR Mitigation Measure E-1 and E-2 address air quality impacts during construction. All other air quality impacts were found to be less than significant.

### Construction Dust Control

Market and Octavia PEIR Mitigation Measure E-1 – Construction Mitigation Measure for Particulate Emissions requires individual project involving construction activities to include dust control measures and to maintain and operate construction equipment 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.

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

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control

provisions of PEIR Mitigation Measure E-1, the portion of PEIR Mitigation Measure E-1 that addresses dust control and exhaust emissions are no longer applicable to the proposed project.

### Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

The Bay Area Air Quality Management District (BAAQMD) prepared updated *2011 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines),<sup>26</sup> which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are utilized by the City.

### Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 24 months beginning September 2015. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod)<sup>27</sup> and provided within an air quality memo.<sup>28</sup> The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 522 working days. As shown in Table 4, unmitigated project construction emissions would be below the threshold of significance for ROG, NO<sub>x</sub>, Exhaust PM<sub>10</sub> and Exhaust PM<sub>2.5</sub>.

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<sup>26</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 through 3-3.

<sup>27</sup> CalEEMod Version: CalEEMod.2013.2.2, 2015. 150 Van Ness Avenue, Modeled February 9. The report generated by the CalEEMod air quality model is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>28</sup> Sandy Ngan, SF Planning Department, 2015. Air Quality Memorandum – Project File 2013.0973E – 150 Van Ness Avenue Project. February 9. The document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

**Table 4: Daily Project Construction Emissions**

	<u>Pollutant Emissions (Average Pounds per Day)</u>			
	ROG	NOx	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
Unmitigated Project Emissions	14.3	15.8	0.8	0.8
Mitigated Project Emissions	14.3	15.8	0.8	0.8
Significance Threshold	54.0	54.0	82.0	54.0

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

Source: BAAQMD, 2011; 2015 CalEEMod model run for 150 Van Ness Avenue Project

As shown in Table 4, the proposed project would not exceed the threshold of significance for construction criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Market and Octavia PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

### Operation

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), energy usage, and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod<sup>29</sup> and provided within an air quality memorandum<sup>30</sup>. Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 5. Table 5 also includes the thresholds of significance the City utilizes.

**Table 5: Summary of Operational Criteria Air Pollutant Emissions**

	ROG	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Average Daily Emissions (lbs/day)	17.5	19.4	1.9	1.9
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	3.2	3.5	0.3	0.3
Significance Threshold (tpy)	10.0	10.0	10.0	10.0

lbs/day = pounds per day

tpy = tons per year

Source: BAAQMD, 2011; 2015 CalEEMod model run for 150 Van Ness Avenue Project

As shown in Table 5, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Market and Octavia PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

<sup>29</sup> CalEEMod Version: CalEEMod.2013.2.2, 2015. 150 Van Ness Avenue, Modeled February 9. The report generated by the CalEEMod air quality model is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>30</sup> Sandy Ngan, SF Planning Department, 2015. Air Quality Memorandum – Project File 2013.0973E – 150 Van Ness Avenue Project. February 9. The document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.



## Health Risk

Subsequent to certification of the Market & Octavia 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<sub>2.5</sub> 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 located within an identified Air Pollutant Exposure Zone.

## Construction

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 15 months of the anticipated 24-month construction period. Thus, Project Mitigation Measure 2 – Construction Air Quality has been identified to implement the portions of Market & Octavia PEIR Mitigation Measure E-2 related to emissions exhaust by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 2 – Construction Air Quality would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.<sup>31</sup> Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2 – Construction Air Quality. The full text of Project Mitigation Measure 2 – Construction Air Quality is provided in the Mitigation Measures Section below.

## Siting Sensitive Land Uses

For sensitive use projects within the Air Pollutant Exposure Zone as defined by Article 38, such as the proposed project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM<sub>2.5</sub> (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

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<sup>31</sup> PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

In compliance Article 38, the project sponsor has submitted an initial application to DPH.<sup>32</sup> The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant and impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

### Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. However, the proposed project would include a backup diesel generator, which would emit DPM, a TAC<sup>33</sup>. The proposed project would also include the installation of four natural gas boilers. Thus, the proposed generator and boilers would meet higher emission standards and would reduce DPM exhaust from stationary sources by 89 to 94 percent compared to uncontrolled stationary sources. Impacts related to new sources of health risk would be less than significant.

### Conclusion

For the above reasons, Project Mitigation Measure 2 (implementing Market and Octavia PEIR Mitigation Measure E-2) is applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<b>Topics:</b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
<b>7. GREENHOUSE GAS EMISSIONS</b> —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 State CEQA Guidelines were amended in 2010 to require an analysis of a project's greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007, and therefore did not analyze the effects of GHG emissions.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective; 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 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.<sup>34</sup> Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's

<sup>32</sup> Department of Public Health, 2014. RE: Article 38 Enhanced Ventilation System Approval – 150 Van Ness Avenue Project. September 25. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.0973E.

<sup>33</sup> The proposed generator would meet Tier 2 emission standards and is equipped with a Level 3 verified diesel emissions control strategy equipment.

<sup>34</sup> Marc Babsin, 2015. Compliance Checklist Table for Greenhouse Gas Analysis: Table 1. Private Development Projects. February 2. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0973E.

contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and 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.

For the above reasons, the proposed project would not result in significant project-specific or cumulative impacts to GHGs that were not identified in the Market and Octavia 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>
<b>8. WIND AND SHADOW</b> —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

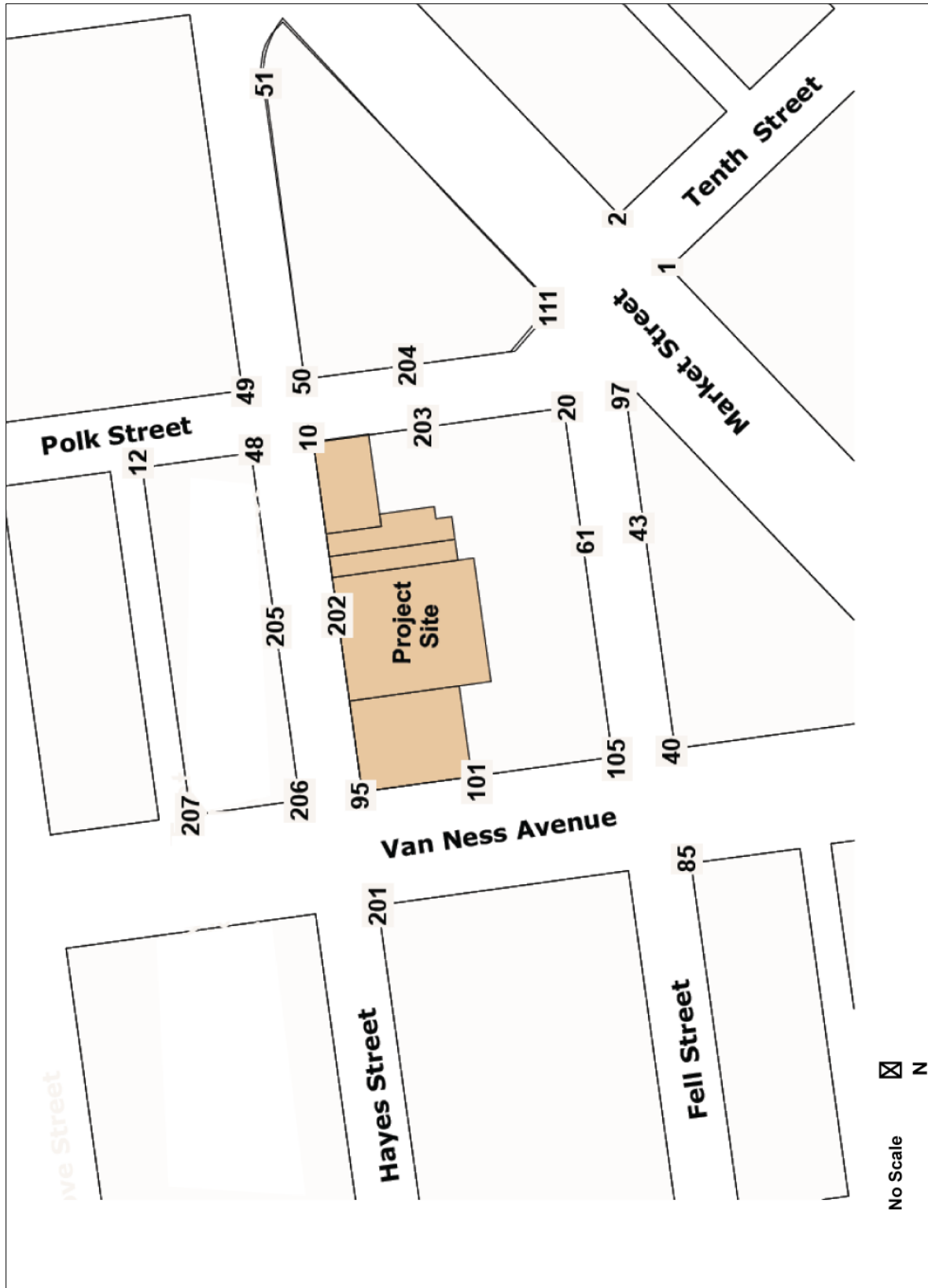
The Market and Octavia PEIR determined that new construction developed under the Area Plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level wind hazards. Mitigation Measure B1 – Buildings in Excess of 85 Feet in Height<sup>35</sup> and Mitigation Measure B2 – All New Construction,<sup>36</sup> identified in the PEIR, require individual project sponsors to minimize the effects of new buildings developed under the Area Plan on ground-level wind, through site and building design measures. The Market and Octavia PEIR concluded that implementation of Mitigation Measure B1 and Mitigation Measure B2, in combination with existing San Francisco Planning Code requirements, would reduce both project-level and cumulative wind impacts to a less-than-significant level.

Because of the height and location of the proposed 145-foot-tall building (including the 25-foot-tall elevator and mechanical penthouse above the 120-foot-tall building roof), a wind assessment was prepared by a qualified wind consultant for the proposed project.<sup>37</sup> The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development. Figure 23 shows the 25 locations evaluated as part of the wind assessment.

<sup>35</sup> Mitigation Measure B1 is Mitigation Measure 5.5.B1 in the Market and Octavia PEIR.

<sup>36</sup> Mitigation Measure B2 is Mitigation Measure 5.5.B2 in the Market and Octavia PEIR.

<sup>37</sup> Environmental Science Associates, 2014. Potential Planning Code Section 148 Wind Impacts. August 4. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0973E



SOURCES: ESA, DECEMBER 2014

Figure 23: Wind Assessment Test Locations

Note: The wind assessment evaluated a total of 25 locations in the project vicinity. The numbering of the evaluated locations identified in this figure corresponds to and is consistent with the numbering system used in the wind assessment.

NOT TO SCALE

The wind assessment found that the existing wind conditions on adjacent streets in the project vicinity exceed the 11 miles per hour (mph) wind comfort criterion outlined in the San Francisco Planning Code Section 148 more than 10 percent of the time. Under existing conditions, three of the 25 evaluated locations (Location 201, 206, and 207) experience wind speeds that are below the wind comfort criterion and 22 of the 25 evaluated locations currently exceed the wind comfort criterion. At the 25 evaluated locations in the project area, average wind speeds during times of exceedances (over 10 percent of the time) was 16.7 mph.

With the implementation of the proposed project, the proposed project would eliminate the existing wind comfort criterion exceedances at two locations (Location 95 at the southeast corner of Van Ness Avenue/Hayes Street and Location 101 at the southwestern edge of the project site). The number of locations in the project vicinity that would experience exceedances of the comfort criterion would decrease from 22 to 20 locations. Therefore, upon project development, five (up from three) of the 25 locations would meet the wind comfort criterion. Compared to existing conditions, the proposed project would result in an overall 6 percent average wind speed reduction from 16.7 to 15.7 mph, during times of wind speed comfort criterion exceedances.

Under the cumulative project development scenario<sup>38</sup>, the proposed project would add wind comfort criterion exceedances at two new locations (Location 206 at the northeast corner of Van Ness Avenue/Hayes Street and Location 207 at the southern corner of Ivy Street/Van Ness Avenue and Location 207). The number of locations in the project vicinity that would experience exceedances of the comfort criterion would increase from 22 (under existing conditions) to 24 locations total under the cumulative scenario. Therefore, under the cumulative project development scenario, one of the 25 locations (Location 201 at the southwest corner of Van Ness Avenue/Hayes Street) would meet the wind comfort criterion. Compared to existing conditions, the proposed project under the cumulative scenario would result in an overall 3.6 percent average wind speed reduction from 16.7 to 16.1 mph, during times of wind speed comfort criterion exceedances.

The wind assessment also found that the existing wind conditions on adjacent streets in the project vicinity exceed the 26 mph wind hazard criterion for a single full hour of the year, or approximately 0.0114 percent of the time, per the San Francisco Planning Code Section 148. Under existing conditions, 17 of the 25 evaluated locations experience wind speeds that are below the wind hazard criterion. Eight of the 25 evaluated locations exceed the wind hazard criterion for a total of 405 hours a year: four locations (Location 43, 61, 105, and 111) along Fell Street, between Van Ness Avenue and Polk Street; three locations (Location 49, 51, and 205) along Hayes Street between Van Ness Avenue and Market Street; and one location (Location 2) across Market Street at Tenth Street.

With the implementation of the proposed project, the number of locations in the project vicinity that would experience exceedances of the wind hazard criterion would remain the same as under existing conditions. The proposed project would:

- Eliminate two existing locations with wind hazard exceedances (Location 49 at the northeast corner of Hayes Street/Polk Street and Location 205 at the midblock of Hayes Street between Van Ness Avenue and Polk Street);

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<sup>38</sup> Approved and potential projects were included in the 150 Van Ness Project cumulative scenario within the wind assessment. These projects include, but are not limited to: 200 Van Ness Avenue, 1510-1540 Market Street, and the tower addition to the Fox Plaza building complex located across Market Street from the project block.



- Add two new locations with wind hazard exceedances (Location 2 at the southeast corner of Market Street/Tenth Street and Location 10 at the southwest corner of Hayes Street/Polk Street );
- Decrease the duration of four existing wind hazard exceedances by an average 61.2 percent, or 240 hours per year, when compared to existing conditions (Location 1 at the southwest corner of Market Street and Tenth Street, Location 43 at the midblock of Fell Street between Van Ness Avenue and Polk Street, Location 61 at the midblock of Fell street between Van Ness Avenue and Polk Street, and Location 105 at the northeast corner of Fell Street and Van Ness Avenue); and
- Increase the duration of two existing wind hazard exceedances by an average of 25.2 percent, or 102 hours per year, when compared to existing conditions (Location 51 at the southwestern Corner of Hayes Street and Market Street and Location 111 at the northeast corner of Market Street and Tenth Street).

Upon project development, eight of the 25 evaluated locations (Locations 1, 2, 10, 43, 51, 61, 105, and 111 described above) would exceed the pedestrian wind hazard criterion for a total of 265 hours a year (a net reduction of 140 hours compared to existing conditions, which is 405 hours a year). Overall, the locations under existing and proposed project conditions where wind speeds would at certain times exceed the wind hazard criterion are used by pedestrians, but in a transitory fashion. Pedestrians would not tend to linger in these locations due to the lack of seating or the lack of other design elements that encourage resting. The proposed project would, overall, result in a decrease by nearly one-third in the duration of the existing wind hazard exceedances.

Under the cumulative project development scenario, the pedestrian wind hazard criterion would be exceeded at one new location (Location 206 at the northeast corner of Hayes Street/Van Ness Avenue) beyond existing plus project conditions. The pedestrian wind hazard criterion would be exceeded at Location 206 for a total of three hours a year under cumulative plus project conditions in the future.<sup>39</sup> Field observations indicate that pedestrians typically walk through Location 206 in a transitory fashion. Pedestrians would not tend to linger at this location due to the lack of seating and other design elements that encourage resting. Unlike under the cumulative plus project conditions (which includes approved and potential future projects in addition to the proposed project), under just the existing conditions plus project development scenario, Location 206 would experience a decrease in wind speeds with the proposed development. Under existing conditions, the pedestrian wind hazard criterion is exceeded for a total of 405 hours a year. Under the cumulative plus project conditions, the pedestrian wind hazard criterion would be exceeded for a total of 313 hours a year in the future; this would constitute a net reduction of 92 hours a year, compared to under existing conditions. Overall, compared to existing conditions, the cumulative plus project conditions scenario would decrease the duration of existing wind hazard exceedances by nearly 23 percent in the future.

Overall, the proposed project would decrease the duration of existing wind hazard exceedances compared to existing conditions and the proposed project would not increase the overall number of wind hazard exceedance locations. Therefore, the proposed project would not have significant wind

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<sup>39</sup> Environmental Science Associates, 2014. Potential Planning Code Section 148 Wind Impacts. August 4. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0973E

impacts and would not result in project-specific or cumulative significant impacts related to wind that were not identified in the Market and Octavia PEIR.

### Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space under the jurisdiction of the San Francisco Recreation and Park Commission between 1 hour after sunrise and 1 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. Private open spaces that are required under the Planning Code as part of an individual development proposal are not subject to Section 295.

The Market and Octavia PEIR analyzed impacts to existing and proposed parks under the jurisdiction of the San Francisco Recreation and Park Commission, as well as the War Memorial Open Space and the United Nations Plaza, which are not under the commission's jurisdiction. The Market and Octavia PEIR found no significant shadow impact on Section 295 open space at the program or project level. For non-Section 295 parks and open space, the PEIR identified potential significant impacts related to new construction buildings over 50 feet tall, and determined that Mitigation Measure A1 – Parks and Open Space not Subject to Section 295<sup>40</sup> would reduce, but may not eliminate, significant shadow impacts on the War Memorial Open Space and United Nations Plaza. Specifically, the PEIR noted that potential new towers at Market Street and Van Ness Avenue could cast new shadows on the United Nations Plaza, and that Mitigation Measure A1 would reduce, but may not eliminate, significant shadow impacts on the United Nations Plaza. The PEIR determined shadow impacts to United Nations Plaza could be significant and unavoidable.

The proposed project would construct a 145-foot-tall building (including a 25-foot-tall elevator and mechanical penthouse above the 120-foot-tall building roof). A shadow study was prepared by a qualified shadow consultant for the proposed project.<sup>41</sup> Based on the shadow study, it was determined that the proposed project would not cast net new shadow on existing nearby parks, including the United Nations Plaza or any new and proposed parks and open spaces developed since the time of the Market and Octavia PEIR (e.g., Patricia's Green). Therefore, Market and Octavia PEIR Mitigation Measure A1 related to the shadow impacts of new construction buildings over 50 feet tall on the United Nations Plaza would not be applicable to the proposed project.

However, at various times during the day, the proposed project would shade portions of nearby streets, sidewalks, and landscaped areas in the project vicinity. The proposed project would add net new shadow to the landscaped area adjacent to the Opera House, near the northwest corner of Van Ness Avenue and Grove Street, for a short duration between 8:46 am and 9:00 am in the early morning around the winter solstice. However, this landscaped area is not meant for active public use. It is meant to be a visual amenity and is not intended for walking or sitting. The proposed project would also add net new shadow to the Van Ness Avenue and Grove Street sidewalks at the same times around the winter solstice, but the

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<sup>40</sup> Mitigation Measure A1 is Mitigation Measure 5.5.A2 in the Market and Octavia PEIR.

<sup>41</sup> Environmental Science Associates, 2014. Shadow Analysis of Proposed 150 Van Ness Avenue Project. December 19. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0973E.

Environmental Science Associates, 2015. 2013.0973E: Addendum to Shadow Analysis of Proposed 150 Van Ness Avenue Project. January 27. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.0973E.

net new shadow is not anticipated to result in a substantial adverse effect. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant impact under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of landscaped areas and sidewalks 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 project-specific or cumulative impacts related to shadow that were not identified in the Market and Octavia 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>
<b>9. RECREATION</b> —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 Market and Octavia PEIR concluded that implementation of the Area Plan 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 Market and Octavia PEIR.

The proposed project would have 16,368 square feet of common open space for the proposed residential uses, including approximately 5,470 square feet for a pool terrace and 10,898 square feet for a roof terrace. The total includes 864 square feet of open space on the proposed 150 Van Ness building roof for 18 units at the adjacent 100 Van Ness Avenue project. Because the proposed project would not degrade existing recreational facilities, and would be within the development projected under the Market and Octavia Area Plan, there would be no additional impacts on recreation beyond those analyzed in the Market and Octavia 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>
<b>10. UTILITIES AND SERVICE SYSTEMS</b> —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 Market and Octavia PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Because the proposed project would be within the development projected under the Market and Octavia Area Plan, there would be no additional project-specific or cumulative impacts on utilities and service systems beyond those analyzed in the Market and Octavia 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>
<b>11. PUBLIC SERVICES</b> —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 Market and Octavia PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

Because the proposed project would be within the development projected under the Market and Octavia Area Plan, there would be no additional project-specific or cumulative impacts on public services beyond those analyzed in the Market and Octavia 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>
<b>12. BIOLOGICAL RESOURCES</b> —Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the Market and Octavia PEIR, the Market and Octavia Area Plan is in a developed urban environment completely covered by structures, impervious surfaces, and introduced landscaping. No known, threatened, or endangered animal or plant species are known to exist in the project vicinity that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Market and Octavia Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

Because the proposed project would not result in significant impacts on biological resources, and would be within the development projected under the Market and Octavia Area Plan, there would be no additional project-specific or cumulative impacts on biological resources beyond those analyzed in the Market and Octavia 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>
<b>13. GEOLOGY AND SOILS</b> —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 checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR did not identify any significant operational impacts related to geology, soils, and seismicity. Although the PEIR concluded that implementation of the Area Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides, the PEIR 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.

The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. The PEIR found that implementation of Mitigation Measure M-G1 – Construction Related Soils Mitigation Measure,<sup>42</sup> which consists of construction best management practices (BMPs) to prevent

<sup>42</sup> Mitigation Measure G1 is Mitigation Measure 5.11.A in the Market and Octavia PEIR.



erosion and discharge of soil sediments to the storm drain system, would reduce any potential impacts to a less-than-significant level.

Market and Octavia PEIR Mitigation Measure G1, referred to in this CPE Checklist as Mitigation Measure 3, would apply to the proposed project, and would address potential impacts related to soil erosion during project construction. As stated above, this measure would require implementation of construction BMPs to prevent erosion and discharge of soil sediments to the storm drain system, and would reduce any potential impacts to a less-than-significant level. In accordance with the Market and Octavia PEIR requirements, the project sponsor has agreed to implement Mitigation Measure 4 – Construction Related Soils Mitigation Measure, listed in the Improvement and Mitigation Measures section below.

A geotechnical investigation was prepared for the proposed project.<sup>43</sup> The following discussion relies on the information provided in the geotechnical report. The topography of the project site is relatively level at an existing grade elevation of 47 feet above sea level. For the geotechnical investigation, soil borings were excavated at the project site to a maximum depth of approximately 20 feet below the ground surface. Based on the soil analysis of the borings, the project site is generally underlain by undocumented fill and native sandy soil. The fill at the project site consists of primarily very loose to medium dense sand with varying silt content. The fill appears to be four to 15 feet thick and is underlain by medium dense to very dense dune sand. The dune sand extends to depths of 23 to 53 feet below ground surface. The dune sand is generally underlain by the Colma Formation primarily made up of layers of sand, silt, and clay. Groundwater at the project site was measured at depths of 16.4 to 19 feet below the ground surface.

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

The project site is located within a potentially liquefiable area as indicated in the State of California Hazard Zones, City and County of San Francisco Official Map.<sup>44</sup> Based on the project site conditions, a quantitative liquefaction analysis was performed and it was determined that the potential for lateral spreading is very low.

The geotechnical investigation provided recommendations for the proposed project's foundation design, site preparation, and grading, and recommends that the proposed 150 Van Ness Avenue building be supported on a continuous mat foundation. Ground improvements such as drilled displacement columns and soil-cement mixing columns, would be used to improve subsurface soils prior to construction of the foundation, and would extend up to 26 feet below the ground surface. A temporary shoring system of tied-back soldier beams and lagging, and underpinning where proposed excavation extends below the depth for the foundations of the adjacent structures (100 Van Ness Avenue, 50 Fell Street, 1 Polk Street, 55 Polk Street, and 45 Polk Street) and would be appropriate for the proposed project.

The geotechnical investigation concluded that the project would not cause significant geology or soil impacts if recommendations in the geotechnical investigation are implemented. The project sponsor has

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<sup>43</sup> Treadwell & Rollo, 2013. Geotechnical Investigation 150 Van Ness, 155 Hayes Street, 101 Hayes. October 31. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E

<sup>44</sup> State of California Division of Mines and Geology, 2000. Seismic Hazard Zones, City and County of San Francisco Official Map. November 17. <http://www.sfgsa.org/modules/showdocument.aspx?documentid=10438>. Accessed December 19, 2014.

agreed to follow the recommendations of the geotechnical investigation and incorporated them into the final building design, subject to the building review process by DBI.

Additionally, the final building plans would be reviewed by 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 project site. In addition, DBI could require that additional site-specific soil 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 project-specific or cumulative impacts related to geology and soils that were not identified in the Market and Octavia PEIR.

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<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>
<b>14. HYDROLOGY AND WATER QUALITY</b> —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 Market and Octavia PEIR determined that the anticipated increase in population as a result of implementation of the Area Plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. Groundwater encountered during construction would be required to be discharged in compliance with the City's Industrial Waste Ordinance (Ordinance Number 199-77), and would meet specified water quality standards. No mitigation measures were identified in the PEIR.

The project site is occupied by an existing office building and four surface parking lots, and is completely covered by impervious surfaces. Overall, runoff and drainage would not be substantially changed with the proposed project. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or in substantial erosion or siltation, nor would it exceed the capacity of existing or planned stormwater drainage systems. Furthermore, the proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges to surface- and groundwater bodies.

During the geotechnical investigation, groundwater was encountered at a depth of approximately 16.4 to 19 feet on the project site.<sup>45</sup> The proposed project would entail up to 26 feet of subsurface excavation, and therefore it is possible that groundwater would be encountered during excavation. 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 DPW 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. Project-related effects from lowering the water table due to dewatering, 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 proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges to surface and ground water bodies. The proposed project would not increase the amount of impervious surface area on the project site, which is currently fully covered in impervious surface materials including buildings and pavements. The proposed project would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into the San Francisco Bay. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project does not fall within an area in the City prone to flooding during storms.

For the reasons discussed above, the proposed project would not result in significant project-specific or cumulative impacts on hydrology and water quality that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

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<sup>45</sup> Treadwell & Rollo, 2013. Geotechnical Investigation 150 Van Ness, 155 Hayes Street, 101 Hayes. October 31. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<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>
<b>15. HAZARDS AND HAZARDOUS MATERIALS—</b> 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 Market and Octavia PEIR found that impacts to hazardous materials would primarily originate from construction-related activities. Demolition or renovation of existing buildings could result in exposure to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater at the site could result in exposure to hazardous materials during construction. The Market and Octavia PEIR identified a significant impact associated with soil disturbance during construction for sites in areas of naturally occurring asbestos (NOA). The PEIR found that compliance with existing regulations; and implementation of Mitigation Measure F1 – Program or Project Level Mitigation Measures for Hazardous Materials,<sup>46</sup> which would require implementation of construction BMPs to reduce dust emissions; and tracking of contaminated soils beyond the site boundaries, by way of construction vehicles tires would reduce impacts associated with construction-related hazardous materials to a less-than-significant level.

<sup>46</sup> Mitigation Measure F1 is Mitigation Measure 5.10.A in the Market and Octavia PEIR.

As discussed under Air Quality (Page 43), subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Market and Octavia PEIR Mitigation Measure F1. In addition, construction activities in areas containing NOA are subject to regulation under the State Asbestos Airborne Toxic Control Measures (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, which is implemented in San Francisco by BAAQMD. Compliance with the Asbestos ATCM would ensure that the proposed project would not create a significant hazard to the public or the environment from the release of NOA. Therefore, PEIR Mitigation Measure F1 is not applicable to the proposed project.

During operations, the Market and Octavia PEIR found that businesses that use or generate hazardous substances (cleaners, solvents, etc.), would be subject to existing regulations that would protect workers and the community from exposure to hazardous materials during operations. In addition, compliance with existing building and fire codes would reduce fire hazards, emergency response, and evaluation hazards to a less-than-significant level.

### **Hazardous Building Materials**

The 150 Van Ness Avenue building was constructed in 1925 (90 years in age) and the 155 Hayes Street building addition to 150 Van Ness Avenue was constructed in 1958 (57 years in age). Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials may include asbestos, lead-based paint, and PCBs, universal waste and other hazardous building materials such as fluorescent light bulbs and ballasts, as well as batteries and mercury switches in thermostats.

Asbestos is a common material previously used in buildings, and sampling of suspected asbestos-containing material prior to demolition is required by the BAAQMD to obtain a demolition permit. If asbestos is identified, it must be abated in accordance with applicable laws prior to construction or renovation. Pursuant to state law, the DBI will not issue a permit for the proposed project until compliance with regulations is completed.

Lead-based paint and PCB-containing materials could also be encountered as a result of dust-generating activities that include removal of walls and material disposal during project construction. Compliance with Chapter 36 of the San Francisco Building Code would ensure no adverse effects due to work involving lead paint. PCB-containing materials must be managed as hazardous waste in accordance with Occupational Safety and Health Administration worker protection requirements. The proposed project would be required to comply with all applicable requirements and would not result in any significant impacts related to hazardous materials that were not identified in the Market and Octavia PEIR.

### **Soil and Groundwater Contamination**

The proposed project would entail approximately 46,490 cubic yards of soil excavation (including soil removal) up to a depth of 26 feet at the project site. Therefore, 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. The Phase I ESA would determine the potential for site



contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or ground water sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor entered the proposed project into the Maher program<sup>47</sup> and prepared and submitted the Phase I ESA<sup>48</sup> and Phase II ESA<sup>49</sup> to DPH; these reports are summarized below.

The project site includes the following properties – 150 Van Ness Avenue, 155 Hayes Street, 101 Hayes Street/69 Polk Street, 131-135 Hayes Street, and 125 Hayes Street. Previous activities on the project site that used or are likely to have used hazardous materials include 101 Hayes Street, which was previously occupied by a gasoline and oil service station from 1940 to 1950 and had three underground storage tanks removed from the site in 1998; 155 Hayes Street, which was previously occupied by welding and brazing operations and auto garages until it was redeveloped in 1968; and 150 Van Ness Avenue, which was previously occupied by various auto repair shops, vulcanizing works, and welding shops until it was redeveloped in 1925. As a result of the 1906 earthquake and fire, there may be burned demolition debris containing metals (mainly lead) and polycyclic aromatic hydrocarbons on the project site.<sup>50</sup>

Analytical results from soil samples gathered at the project site indicated that total recoverable petroleum hydrocarbon as gasoline (TPH-g) was not detected, total petroleum hydrocarbon as diesel (TPH-d) ranged from not detected to up to 68 parts per million (ppm), total petroleum hydrocarbon as motor oil (TPH-mo) ranged from not detected to up to 1900 ppm, xylenes ranged from not detected to up to 0.045, and all other volatile organic compounds were not detected at the site. Analytical results from on-site groundwater testing also indicated that TPH-g ranged from non-detectable to up to 690 parts per billion (ppb), TPH-d ranged from not detected to up to 690 ppb, TPH-mo was detected below 250 ppb, volatile organic compounds (VOCs) were detected below the Regional Water Quality Control Board's Environmental Screening Levels, semivolatile VOCs (SVOCs) were not detected, and Total Oil and Grease was not detected at the project site.<sup>51</sup>

Overall, these compounds, detected through soil and groundwater analyses at the project site, could be remediated during project construction and this is not anticipated to result in significant or cumulative impacts related to the release of hazardous materials. The proposed project would be required to prepare

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<sup>47</sup> Department of Public Health, 2014. Development – 150 Van Ness Avenue, 155 Hayes Street, 101 Hayes Street. August 1. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>48</sup> Langan Treadwell Rollo, 2014. Phase I Environmental Site Assessment for Project 3 – 150 Van Ness, 155 Hayes Street, & 101 Hayes Street. Prepared for Van Ness Hayes Associates, LLC. February 24. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>49</sup> Langan Treadwell Rollo, 2014. Phase II Environmental Site Assessment for Project 3 – 150 Van Ness, 155 Hayes Street, & 101 Hayes Street. Prepared for Van Ness Hayes Associates, LLC. February 24. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>50</sup> Langan Treadwell Rollo, 2014. Phase I Environmental Site Assessment for Project 3 – 150 Van Ness, 155 Hayes Street, & 101 Hayes Street. Prepared for Van Ness Hayes Associates, LLC. February 24. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

<sup>51</sup> Department of Public Health, 2014. Development – 150 Van Ness Avenue, 155 Hayes Street, 101 Hayes Street. August 1. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2013.0973E.

and implement a Soil Management Plan (SMP) during project construction to detail the approach for management of soils during excavation, handling, and disposal. Additionally, the proposed project would be required to prepare a Health and Safety (H&S) Plan, to be implemented by the project contractors, to ensure proper construction worker health and safety during soil excavation tasks. Mitigation work with respect to soil gas intrusion or methane was determined not be necessary for the proposed project.<sup>52</sup>

The proposed project would be required to remediate potential soil and/or groundwater contamination at the project site, described above, in accordance with Article 22A of the Health Code. With the required remediation, the proposed project would not result in any significant project-specific or cumulative impacts related to the release of hazardous materials that were not identified in the Market and Octavia PEIR.

### Emergency Response and Fire

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 project-specific or cumulative significant impacts related to hazards or hazardous materials that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>16. MINERAL AND ENERGY RESOURCES—</b> 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 imported 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 Market and Octavia PEIR did not analyze the effects on mineral resources and no mitigation measures were identified. The project site includes an existing on-site office building and four surface parking lots and is located within the Plan Area analyzed under the Market and Octavia PEIR. The Market and Octavia Plan Area does not include any natural resources routinely extracted.

<sup>52</sup> Ibid.

The Market and Octavia PEIR determined that the Area Plan would facilitate the new construction of a mixed-used residential building. Development of these uses would not result in use of large amounts of water, gas, and electricity 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 CCR, enforced by DBI. Therefore, the proposed project would not result in any significant project-specific or cumulative impacts related to the use of fuel, water, or energy in a wasteful manner. No mitigation measures were identified in the Market and Octavia PEIR.

<b>Topics:</b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
<b>17. AGRICULTURE AND FOREST RESOURCES:</b> <b>—Would the project:</b>				
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 uses, 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 Market and Octavia PEIR did not analyze the effects on agricultural and forest resources and no mitigation measures were identified.

The project site includes an existing on-site office building and four surface parking lots and is located within the Plan Area analyzed under the Market and Octavia PEIR. No agricultural uses, forest land, or timberland exist at the project site. For the above reasons, the proposed project would not result in significant project-specific or cumulative impacts that were not identified in the Market and Octavia PEIR related to agricultural and forest resources.

**MITIGATION MEASURES****Project Mitigation Measure 1 – Archaeological Testing (Implementing Market and Octavia PEIR Mitigation Measure C2)**

Based on a reasonable presumption that archaeological resources may be present on 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 Planning Department archaeologist to obtain the names and contact information for the next three archaeological consultants on the QACL. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the 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. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).

**Consultation with Descendant Communities.** On discovery of an archaeological site<sup>53</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative<sup>54</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations of the site, and to consult with ERO regarding appropriate archaeological treatment of the site; of recovered data from the site; and if applicable, any interpretative treatment of the associated archaeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

**Archaeological Testing Program.** The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological 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 archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If, based on the archaeological testing program, the

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<sup>53</sup> The term "archaeological site" is intended to minimally include any archaeological deposit, feature, burial, or evidence of burial.

<sup>54</sup> An "appropriate representative" of the descendant group is defined, in the case of Native Americans, as 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 Planning Department archaeologist.

archaeological consultant finds that significant archaeological resources may be present, the ERO, in consultation with the archaeological consultant, shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. No archaeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archaeologist. If the ERO determines that a significant archaeological 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 archaeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance, and that interpretive use of the resource is feasible.

**Archaeological Monitoring Program.** If the ERO, in consultation with the archaeological consultant, determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to the commencement of any project-related soils-disturbing activities. The ERO, in consultation with the archaeological consultant, shall determine which project activities shall be archaeologically 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.), or site remediation shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.
- The archaeological 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 archaeological resource.
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits.
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological 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 archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made, in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

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

**Archaeological Data Recovery Program.** The archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological 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 archaeological resource is expected to contain. 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 archaeological 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 De-accession Policy.** Description of and rationale for field and post-field discard and de-accession policies.
- **Interpretive Program.** Consideration of an onsite/offsite public interpretive program during the course of the archaeological data recovery program.
- **Security Measures.** Recommended security measures to protect the archaeological 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, who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Section 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 Archaeological Resources Report.** The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert in 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 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/CRHR. 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.

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## **Project Mitigation Measure 2: Construction Air Quality (Implementing Market & Octavia PEIR Mitigation Measure E-2)**

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

*A. Engine Requirements.*

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

**B. Waivers.**

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

**Table – Off-Road Equipment Compliance Step-down Schedule**

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

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

\*\* Alternative fuels are not a VDECS.

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

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make,

model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

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

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### **Project Mitigation Measure 3 – Construction-Related Soils (Implementing Mitigation Measure G1 of the Market and Octavia PEIR)**

Program- or project-level temporary construction-related impacts would be mitigated through the implementation of the following measures:

BMPs erosion control features shall be developed with the following objectives and basic strategy:

- Protect disturbed areas through minimization and duration of exposure.
  - Control surface runoff and maintain low runoff velocities. Trap sediment on site.
  - Minimize length and steepness of slopes.
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## **IMPROVEMENT MEASURES**

### **Project Improvement Measure 1 – Salvage**

Prior to the demolition of 150 Van Ness Avenue, the project sponsor shall identify extant historic fabric and decorative details within the vestibule and lobby that may feasibly be salvaged, such as travertine and marble cladding, painted wood beams, historic light fixtures and molded doors, and plaster decorative elements like two Juliet balcony frieze projections on the east and west side of the lobby, the medallion friezes around the lobby, and the spiral columns on the Juliet balconies that appear to be freestanding. The project sponsor, to the extent practicable, will seek to incorporate these salvaged features and fabric into the design and the new construction. Where incorporation into the new construction is not practicable, salvaged features and fabric will go to a salvage company with experience with historic materials.

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### **Project Improvement Measure 2 – Pedestrian Countdown Timers**

Subject to Caltrans approval, install pedestrian signal heads with countdown timers for the north and south crosswalks at Van Ness Avenue / Hayes Street and Van Ness Avenue / Fell Street.

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### **Project Improvement Measure 3 – Audible and Visible Warning Devices**

Install audible and visible warning devices at the garage entrance to alert pedestrians of outbound vehicles exiting the garage.

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### **Project Improvement Measure 4 – Loading Coordination**

Deploy building staff at the loading dock when trucks are attempting to service the building to ensure the safety of other roadway users and minimize the disruption to traffic, transit, bicycle, and pedestrian circulation. All regular events requiring use of the loading dock (e.g., retail deliveries, building service needs) should be coordinated directly with building management to ensure that staff can be made available to receive trucks.

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### **Project Improvement Measure 5 – Loading Accommodation and Restrictions**

Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated either in the off-street loading dock or the service vehicle spaces in the building's garage. Trucks should be discouraged from parking illegally or obstructing traffic, transit, bicycle, or pedestrian flow along any of the streets immediately adjacent to the building (Van Ness Avenue, Hayes Street, and Polk Street). Trucks longer than 25 feet requiring occasional access to the Project shall not be allowed to enter or occupy the loading dock at any time, and shall instead obtain necessary permits to reserve the south curb of Hayes Street adjacent to the Project site.

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**Project Improvement Measure 6 – Transportation Demand Management**

The Project Sponsor will establish a Transportation Demand Management (TDM) program for building tenants, in an effort to expand the mix of travel alternatives available for the building tenants. The Project Sponsor has chosen to implement the following measures as part of the building's TDM program:

- Appointment of an in-house TDM Coordinator responsible for the implementation and ongoing operation of all other TDM measures included as part of the Project;
- Provision of a transportation insert as part of the resident move-in packet that includes information on transit service (local and regional routes, schedules, and fares), location of transit pass vendors, information on the 511 Regional Rideshare Program and nearby bike- and car-share programs, and information on where to find additional web-based alternative transportation resources;
- Provision of a transportation insert as part of the new-hire packet with information identical to that provided in the resident-move in packet;
- Maintenance of an available supply of Muni maps and San Francisco Bicycle and Pedestrian Maps;
- Provision of Project access to city staff for data collection needs;
- Increase of the number of on-site secured bicycle parking in excess of Planning Code requirements and provision of additional bicycle facilities in the public right-of-way adjacent to the Project site; and,
- Cooperation with SFMTA and the San Francisco Department of Public Works and / or Bay Area Bike Share (agencies) to allow the installation of a bike share station in the public right-of-way along the Project's frontage.

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**Project Improvement Measure 7 – Passenger Loading Zone**

Designate a portion of the new curb space created by the elimination of existing curb cuts along Hayes Street as new passenger loading zone (white curb).

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**Project Improvement Measure 8 – Queue Abatement**

It shall be the responsibility of the Project Sponsor to ensure that vehicle queues do not block any portion of the sidewalk or roadway of Hayes Street, including any portion of any travel lanes, except for the curbside (south curb) turn pocket as described below. The owner / operator shall also ensure that no substantial pedestrian conflict as defined below is created at the Project driveway.

A vehicle queue is defined as one or more stopped vehicles destined to the Project garage blocking any portion of the Hayes Street sidewalk or roadway (except for the curbside turn pocket) for a consecutive period of three minutes or longer on a daily or weekly basis, or for more than five (5) percent of any 60-minute period. Queues could be caused by unconstrained parking demand exceeding parking space or

valet capacity; vehicles waiting for safe gaps in high volumes of pedestrian traffic; car or truck congestion within the parking garage or loading dock; or a combination of these or other factors.

A substantial pedestrian conflict is defined as a condition where drivers of inbound and / or outbound vehicles, frustrated by the lack of safe gaps in pedestrian traffic, unsafely merge their vehicle across the sidewalk while pedestrians are present and force pedestrians to stop or change direction to avoid contact with the vehicle, and / or contact between pedestrians and the vehicle would occur.

There is one exception to the definition of a substantial conflict. Sometimes, outbound vehicles departing from the Project driveway would be able to cross the sidewalk without conflicting with pedestrians, but then would have to stop and wait in order to safely merge into the Hayes Street roadway (due to a lack of gaps in Hayes Street traffic and / or a red signal at the Van Ness Avenue / Hayes Street intersection). While waiting to merge, the rear of the vehicle could protrude into the northern half of the sidewalk. This protrusion shall not be considered a pedestrian conflict. This is because the obstruction would be along the northern edge of the sidewalk, while the pedestrian path of travel would be along the south side of the sidewalk; street trees and other streetscape elements would already impede pedestrian flow along the north side of the sidewalk. Any pedestrians that would be walking along the north side of the sidewalk would be able to divert to the south and maneuver behind the stopped car. This exception only applies to outbound vehicles, and only if pedestrians are observed to walk behind the stopped vehicle. This exception does not apply to any inbound vehicles, and does not apply to outbound vehicles if pedestrians are observed to walk in front of the stopped outbound vehicle.

If vehicle queues or substantial conflicts occur, the Project Sponsor shall employ abatement methods as needed to abate the queue and / or conflict. Appropriate abatement methods would vary depending on the characteristics and causes of the queue and conflict. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and / or on-site queue capacity; employment of additional valet attendants; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking or employee shuttles; parking demand management strategies such as time-of-day parking surcharges; expanded hours of truck access limitations; and / or limiting hours of access to the Project driveway during periods of peak pedestrian traffic. Any new abatement measures shall be reviewed and approved by the Planning Department.

If the Planning Director, or his or her designee, suspects that vehicle queues or a substantial conflict are present, the Department shall notify the property owner in writing. The facility owner / operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall submit a report to the Department documenting conditions. Upon review of the report, the Department shall determine whether or not queues and / or a substantial conflict exists, and shall notify the garage owner / operator of the determination in writing.

If the Department determines that queues or a substantial conflict do exist, upon notification, the facility owner / operator shall have 90 days from the date of the written determination to carry out abatement measures. If after 90 days the Department determines that vehicle queues and / or a substantial conflict are still present or that the facility owner / operator has been unsuccessful at abating the identified vehicle queues or substantial conflicts, the hours of inbound and / or outbound access of the Project driveway shall be limited during peak hours. The hours and directionality of the access limitations shall be



determined by the Planning Department, communicated to the facility owner / operator in writing. The facility owner / operator shall be responsible for limiting the hours of Project driveway access as specified by the Department.

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Resource Evaluation Response

*Date* September 22, 2014  
*Case No.:* 2013.0973E  
*Project Address:* 150 VAN NESS AVENUE  
*Zoning:* C-3-G (Downtown General) District  
120-R-2 Height and Bulk District  
*Block/Lot:* 0814/014, 001, 015, 016, 021  
*Date of Review:* September 22, 2014 (Part I)  
September 22, 2014 (Part II)  
*Staff Contact:* Andrea Contreras (Environmental Planner)  
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### PART I: HISTORIC RESOURCE EVALUATION

#### Buildings and Property Description

The subject project site is located at 150 Van Ness Avenue and 155 Hayes Street, and spans the south side of Hayes Street between Polk Street and Van Ness Avenue, in the Downtown/Civic Center area of San Francisco. The project site is bordered by Hayes Street to the north, Polk Street to the east, the rear and side elevations of adjacent properties to the south, and Van Ness Avenue to the west. The project site is one block south of San Francisco City Hall. The project site is currently occupied by 150 Van Ness Avenue and 155 Hayes Street and four surface parking lots. The property is located within the C-3-G (Downtown General Commercial) Zoning District and 120-R-2 Height and Bulk District.

The subject building, 150 Van Ness Avenue (1925, façade renovation 1969) with addition at 155 Hayes Street (1958), is part of the former California State Automobile Association (CSAA) complex of buildings. In addition to the subject properties, the former CSSA complex also included 150 Hayes Street (1967) and a pedestrian bridge (1968) connecting it to 150 Van Ness Avenue, and 100 Van Ness Avenue (1972).

#### Pre-Existing Historic Rating / Survey

The subject properties were included in both the Market & Octavia Area Plan Survey (2006, update 2010) and the Automotive Support Structures Survey (2009-2010). In the Market & Octavia Plan Survey in September 2006, both properties were evaluated and neither was found to be significant. Later, in 2010, the 155 Hayes Street property was reevaluated and found to be significant under California Register Criterion 1 for its association with Post War redevelopment in the Van Ness Corridor and with the Van Ness Auto Row. In the Automotive Support Structures Survey, the properties were not individually evaluated but the report found that the CSAA buildings could be evaluated as a complex once they had reached 50 years of age.

As of 2013, the properties carry two separate California Historic Resource status codes:<sup>1</sup>

- **150 Van Ness Avenue** has a 6Y code (“Determined ineligible for NR by consensus through Section 106 Process – Not evaluated for CR or Local Listing”).
- **155 Hayes Street** has a 3CS code (“appears eligible for the California Register as an individual property through survey evaluation”).

Based on these previous evaluations, 150 Van Ness Avenue is considered a “Category B” property (Potential Historic Resource) and 155 Hayes Street is considered a “Category A” property (Known Historical Resource) for the purposes of the Planning Department’s California Environmental Quality Act (CEQA) review procedures. For these surveys, 150 Van Ness Avenue and 155 Hayes Street, which occupy separate legal parcels, were erroneously evaluated as separate buildings rather than as a single building with addition. The current evaluation corrects discrepancy. No previous assessment has evaluated the former California State Automobile Association (CSAA) complex as a whole.

### **Neighborhood Context and Description**

The project site is located in the Civic Center neighborhood, adjacent to both the Hayes Valley and South of Market neighborhoods. The surrounding mixed-use area contains diverse building types including residential, office, educational, civic and commercial. The project site is located directly across Van Ness Avenue from the southwestern-most block of the locally-listed Civic Center Historic District. The district includes one of the best realized collections of City Beautiful Movement buildings in America and its central focus is City Hall. The district is also listed on the National Register and is a National Historic Landmark District; however, the local boundary and the federally-listed district does not reach as far south as the locally listed district. As noted in the various district nominations, the district is characterized by a unified design as a “principle aggregation of monumental buildings around a central open area.” The buildings within the district are characterized by Beaux Arts neo-classical design with horizontal bands of vertically proportioned elements, light-colored masonry cladding, deeply recessed windows, deep rustication of materials, distinctive tripartite organization, and substantial cornices. The closest building to the subject property within the locally designated Civic Center Historic District is the High School of Commerce, local Landmark No. 140, located at 135 Van Ness Avenue. The project site is also located on the corner diagonally opposite from Exposition Auditorium, at 99 Grove Street, which is within the locally designated and the National Register-listed Civic Center Historic District.

The project site is adjacent to 55 Polk Street, which was determined eligible for listing on the California Register in 2010 during the Market & Octavia Plan Area Survey Update. The rear property lines of the subject properties are also adjacent to the rear of 42-50 Fell Street. 42-50 Fell Street was built in 1932 and is attributed to Willis Polk. It is listed in Article 11 of the Planning Code as a Significant Building (Category 1) and is a historical resource.

### **CEQA Historical Resource(s) Evaluation**

#### **Step A: Significance**

*Under CEQA section 21084.1, a property qualifies as a historic resource if it is “listed in, or determined to be eligible for listing in, the California Register of Historical Resources.” The fact that a resource is not listed in, or*

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<sup>1</sup> Architecture + History, LLC, *150 Van Ness Avenue Historic Resource Evaluation* (July 25, 2014), pg. 2.

*determined to be eligible for listing in, the California Register of Historical Resources or not included in a local register of historical resources, shall not preclude a lead agency from determining whether the resource may qualify as a historical resource under CEQA.*

Individual	Historic District/Context
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Period of Significance:	Period of Significance: <input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor

Based on information in Planning Department files and provided by the project sponsor, staff finds that 150 Van Ness Street, including 155 Hayes Street, does not appear eligible for inclusion in the California Register of Historical Resources individually. Further, staff finds that the former California State Automobile Association (CSAA) does not appear eligible for listing is a functionally-related complex of buildings under any Criterion.

To assist in the evaluation of the subject properties and the former CSAA complex, the Project Sponsor has submitted the following consultant reports:

- ☐ Architecture + History, LLC, *150 Van Ness Avenue Historic Resource Evaluation* (July 25, 2014)
- ☐ Page & Turnbull, Inc., *150 Van Ness Avenue Historic Resource Evaluation* (May 8, 2013). This report is incorporated by reference into the Architecture + History report.

Staff has reviewed these documents, along with the associated appendices that are incorporated by reference, and generally concurs with the findings and analysis regarding historical significance. The consultant report evaluated the subject properties individually and also evaluated the potential significance of the former CSAA as a complex of functionally-related buildings. This evaluation analyzed the following properties:

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**150 Van Ness Avenue (Block 0814, Lot 14) – Subject property**

Located on the southeast corner of Van Ness Avenue and Hayes Street, 150 Van Ness Avenue is an eight-story building with a flat roof and addition extending down Hayes Street. The building's primary entrance is from Van Ness Avenue. The rectangular-plan building is clad in cast stone panels on the ground story with an aluminum-frame, glass and plastic curtain-wall applied to the upper stories. The curtain-wall, installed in 1969 based on design by architect Albert F. Roller with Henry J. Brunnier as structural engineer, was placed over the stripped down original façade constructed in 1925 based on design by architect George W. Kelham. The base of the building is clad with cast stone panels (installed along with the curtain-wall in 1969) and a two-bay wide arch marks the deeply

recessed main entrance. This arch is framed by a square, granite-clad surround with projecting frame. The main entry leads to a street-level vestibule that connects via marble-clad stairs to a rectangular interior lobby. Designed in the Spanish Renaissance Revival style, the lobby retains many original decorative features including travertine and marble, terra cotta or cast stone, scored and molded plaster, textured glass, painted ceiling beams, molded doors, a long wood teller desk that wraps around the north and south ends of the room, and several original light fixtures.

**155 Hayes Street (Block 0814, Lot 15), addition to 150 Van Ness Avenue – Subject property**

This nine-story structure was constructed as an addition to 150 Van Ness Avenue in 1958 based on a design by architect Albert F. Roller with Henry J. Brunnier as structural engineer. This structure is structurally tied to the east wall of 150 Van Ness Avenue and shares elevators, stairways, and lobby with the original building. The exterior cladding of the addition is similar to that of 150 Van Ness Avenue, consisting of a aluminum-framed curtain-wall system, and the addition also has a flat roof.

**150 Hayes Street (Block 0811, Lot 22)**

This five-story building with flat roof and soft story garage was constructed in 1968, based on design by architect Albert F. Roller, as a companion to the 155 Hayes Street addition to 150 Van Ness Avenue. This building is connected to 155 Hayes Street/150 Van Ness Avenue by a pedestrian bridge at the second story level. With the exception of the west wall, which is blank, the façades are clad with an aluminum-frame curtain-wall similar to 150 Van Ness/155 Hayes.

**100 Van Ness Avenue (Block 8014, Lot 20)**

Constructed in 1972 as the fourth building in the former CSAA complex, this 29-story structure was designed by architect Albert F. Roller with Henry J. Brunnier as structural engineer. This building, which is currently being “re-skinned” with a glass curtain-wall, was originally constructed in a Brutalist idiom with punched openings in a concrete frame.

**Criterion 1: Property is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.**

Staff concurs with the consultant finding that the subject property does not appear eligible for inclusion on the California Register individually or as a contributor to a potential historic district/complex under Criterion 1.

150 Van Ness Avenue was constructed in 1925 for the California State Automobile Association based on a design by San Francisco architect George W. Kelham. The CSAA occupied this, and the other buildings that were added to the complex, until 2008 when its offices were moved to the east bay.

The CSAA started in 1900 as the Auto Club of San Francisco, founded at the Cliff House by an initial membership of 11 auto enthusiasts.<sup>2</sup> In 1901, the club became the Automobile Club of California, with Articles of Incorporation aimed at increasing “the pleasure of motor vehicle travel by decreasing the pain.”<sup>3</sup> At the time of its establishment, vehicle travel in California was hampered by lack of adequate roads open to vehicle travel, the ticketing of drivers by overzealous local policemen, few maps or other

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<sup>2</sup> Page & Turnbull, Inc., 150 Van Ness Avenue Historic Resource Evaluation (May 8, 2013), pg. 31.

<sup>3</sup> Patton, Don, *The First 80 Years: A History of the California State Automobile Association* (San Francisco, CA: California Stat Automobile Association, 1984), pg. 2. As quoted by Page & Turnbull, Inc., pg. 31.

navigational aids, including road signs, and bodies of water requiring cumbersome ferry crossings. According to Page & Turnbull's report, the early work of the CSAA, which included digging and constructing roads and putting up signs, contributed greatly to establishing the infrastructure and legislation needed to make the automobile the preferred form of travel in the state. In 1905, the CSAA leaders were instrumental in designing and passing a uniform, statewide set of regulations for the highways of California as well as a motorists' bill of rights, which put auto enthusiasts "on a sound legal footing for the first time."<sup>4</sup>

With other auto clubs opening across the state, an effort was undertaken to consolidate these clubs. In 1907, northern California auto clubs joined forces, and the CSAA was founded, with a mission of promoting good roads and auto-related legislation.<sup>5</sup> The newly formed CSAA published the first map of California and Nevada highways, began creating and installing road signs (a practice that only ceased in the 1950s when the state assumed this duty), and lobbied for the state's first highway bond measure, which when passed in 1910 shifted the burden of creating and maintaining roads to the state. During this period, CSAA membership increased from 11 to 1,186, and by 1920, membership had climbed to just over 25,000.<sup>6</sup>

The spike in membership, which by 1925 had grown to 60,000 members in 45 northern and central California counties, spurred the construction of a new headquarters building at 150 Van Ness Avenue. The Spanish Renaissance-style building was designed to symbolize – and advertise – the organization's success and stature.<sup>7</sup> When the new headquarters was constructed, the CSAA was one of the two largest auto clubs in the United States, along with the Automobile Club of Southern California.<sup>8</sup> After the construction of the new headquarters, membership continued to grow, expanding another 30 percent by 1930. By 1940, 35 district offices had been established under the umbrella of the CSAA, and membership had climbed to just over 100,000. Membership exceeded 200,000 in the 1950s, as the CSAA continued to lend its influence in support of transportation measures, initiatives aimed at encouraging auto travel, and expanded its profile and reach in insurance and consumer services. Membership exceeded the 1 million mark in the 1970s.

With the increase in membership, and the expansion of services and programs, the CSAA enlarged its physical facilities with a 9-story addition to the original headquarters building in 1958 (155 Hayes Street). Additional expansion occurred in 1967-68 and 1972 with the construction of 150 Hayes Street, a five-story office building with tuck-under garage and pedestrian bridge connecting to 150 Van Ness Avenue, and of 100 Van Ness Avenue, a 29-story office tower, respectively.

In the 1920s, the CSAA introduced initiatives in emergency road service as well as School Safety Patrol program, through which volunteers were trained as crossing guard. The CSAA also led efforts to conduct studies on the safety of California's highways, advocated for applying the principles of engineering to

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<sup>4</sup> Patton, pg. 2. As quoted by Page & Turnbull, Inc., pg. 31.

<sup>5</sup> Page & Turnbull, Inc., pg. 31.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> The Automobile Club of Southern California constructed its own headquarters building in Los Angeles in 1921-23. The Spanish Colonial Revival building, which is still occupied by the auto club, was designed by architects Sumner P. Hung and Silas R. Burns, with landscaping by Roland E. Coate. This building was designated a Los Angeles Historic-Cultural Landmark in 1971.



road design, and worked with the state highway commission to improve road safety. The CSAA lent its name and support to the 1930s construction of both the Golden Gate Bridge and San Francisco-Oakland Bay Bridge, and throughout the 1920s and 1940s, the organization created and installed road signs to ease and improve road travel. In the 1940s, the CSAA expanded into automobile insurance and consumer services, and began offering services to members traveling abroad. CSAA began offering homeowners insurance in the 1970s, and greatly expanded its emergency road services throughout the 1950s through 1970s.

While the subject properties, and associated complex of buildings, possess strong associations with the history of the CSAA and development of automobile clubs and auto travel in California, staff concurs with the consultant's finding that the subject properties, both individually, and as a complex, do not reflect the early era of CSAA's influence as a travel association, during which the organization significantly contributed to the establishment of California's automobile infrastructure and culture. The buildings, which have been either substantially altered or newly constructed since 1958, reflect the later era of the association's history when it was less of an automobile club and had moved into the realm of insurance and emergency road services provider. There are also other earlier California auto club buildings that represent more intact examples that better convey the CSAA's early contributions to the development of automobile travel and safety in California. Therefore, the subject properties do not appear eligible for listing on the California Register under Criterion 1 individually or as part of a complex under this context.

Staff further concurs with the architecture + history finding that the CSAA buildings, both individually and as a complex, do not contribute to the "Depression, World War II and Postwar Reconstruction" in San Francisco theme of significance that was defined in the Market & Octavia Plan Area Survey. The majority of the buildings within the CSAA complex fall outside of the period of significance of 1929 to 1961 associated with this theme, and, therefore, do not convey a significant association such that the buildings, either individually or as part of a complex, would be eligible for listing on the California Register under Criterion 1.

Staff also concurs with the finding that the CSAA buildings, both individually and as a complex, do not significantly contribute to the context of the Van Ness Auto Row as defined in the *Van Ness Auto Row Support Structures Context Statement*. As noted in the architecture + history report, the buildings represent an era (1940s-1960s) and use (insurance service) that were defined in the context statement as being of minimal importance in the overall historic context of Van Ness Auto Row. Therefore, neither the subject properties nor the former CSAA complex appear to convey a significant association such that the subject buildings, either individually or as part of a complex, would be eligible for listing on the California Register under Criterion 1 associated with this theme.

**Criterion 2: Property is associated with the lives of persons important in our local, regional or national past.**

Staff concurs with the consultant finding that the subject properties both individually and as part of a complex do not appear eligible for listing on the California Register under Criterion 2.

Although numerous individuals contributed to the development of the CSAA and several important designers, including George W. Kelham and Albert F. Roller, were involved in building the complex, none of these individuals and their associations with the subject properties rise to a level of significant association to warrant eligibility under Criterion 2.

**Criterion 3: Property embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.**

Staff concurs with the consultant finding that the subject properties both individually and as part of a complex do not appear eligible for listing on the California Register under Criterion 3. While the 1958 design of the addition to, and the 1969 curtain-wall recladding of, the original CSAA building reflect the influence of both the Miesian International Style/Corporate Modernism and Mid-Century Modern style described in the 2011 *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*, they do not represent excellent examples of the style nor are the building and addition significant examples of the body of work of either architect, Albert F. Roller or George W. Kelham, or structural engineer Henry J. Brunnier.

The California State Automobile Association (CSAA) constructed its headquarters in 1925 at 150 Van Ness Avenue. The headquarters was originally a seven-story, Spanish Renaissance Revival-style building designed by the well known Bay Area architect George W. Kelham. Kelham's 1925 building featured a grand entry of Van Ness Avenue into a well-appointed and highly decorative lobby with a glass atrium roof. In 1958, a nine-story addition, designed by architect Albert F. Roller, was constructed on the east side of the original headquarters building at 155 Hayes Street. Subsequently, in 1969, CSAA installed a curtain wall over the exterior of 150 Van Ness Avenue to unify the appearance of the original building and the addition. The curtain wall, which required removal of the building's original exterior decoration (only the fenestration pattern of upper floors and the scored stucco around window openings remains), is a Miesian-inspired architectural veneer designed by Roller.

Previous survey evaluations have erroneously analyzed the subject properties as individual buildings due to the fact that they occupy separate legal parcels. Based upon the current evaluation, staff concurs that the subject properties should be considered as a single structure (original building plus addition). As noted in the architecture + history report, the 1958 addition was never intended to be a free-standing structure as it and the original building at 150 Van Ness Avenue are functionally tied together with a shared wall system, lobby, and circulation system. The previous evaluations appear to have relied upon the structures occupying separate legal parcels but they should be considered a single building with addition.

The original CSAA building at 150 Van Ness Avenue was designed by noted Bay Area architect George William Kelham (1871-1936).<sup>9</sup> Kelham was born in Massachusetts and studied architecture at Harvard and in Rome and Paris. After returning to the United States in 1898, Kelham joined the New York firm of Throwbridge & Livingston. In 1906, Throwbridge & Livingston sent Kelham to San Francisco to oversee the reconstruction of the Palace Hotel. Following completion of the Palace Hotel project, Kelham opened his own practice in San Francisco and built a distinguished career that included serving as Chief of Architecture for the Panama Pacific International Exposition and chairman of the architectural committee of the Golden Gate International Exposition in 1935. Kelham was also the Supervising Architect for the University of California, Berkeley from 1922 to 1936. During his tenure, a new plan for the campus as well as a number of new campus buildings were constructed. Notable projects in San Francisco include: the Old Main Library (1916, demolished), the old Federal Reserve (1924), the Standard Oil Building (1922), the Russ Building (1927), and the Shell Building (1929).

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<sup>9</sup> Biographical information about architect George William Kelham is taken from both the a + h and Page & Turnbull reports.

The modern curtain wall exterior of 150 Van Ness Avenue, as well as the addition at 155 Hayes Street and CSAA buildings at 150 Hayes Street (1967-68) and 100 Van Ness Avenue (1972), were designed by San Francisco native and long-time architect, Albert Frederick Roller (1891-1981).<sup>10</sup> Roller, a self-trained architect, began his career as a draftsman in firms such as Coxhead & Coxhead and Ward & Blohme. He received his architecture license in 1926 and established his own practice, Albert F. Roller & Associates, with offices in San Francisco and Los Angeles. Roller served on the San Francisco Redevelopment Agency board between 1951 and 1953, as well as the San Francisco Arts Commission between 1955 and 1958. He was also active in a number of civic organizations in San Francisco, including the CSAA. Notable projects in San Francisco include: the Call Building (redesign 1938), National Broadcasting Company building (1941, altered), Sunnysdale Housing Project (1941), the San Francisco Federal Building (1959, with John Carl Warneke & Associates), the Wells Fargo Annex (1969), the Scottish Rite Temple (1964), and Masonic Memorial Temple (1958). In the postwar period, Roller frequently partnered with engineer Henry J. Brunnier and landscape architect Thomas D. Church.

Henry J. Brunnier (1882-1971)<sup>11</sup> served as engineer for both the original construction in 1925 and the 1958 addition of 150 Van Ness Avenue and 155 Hayes Street. Brunnier, who was born in Iowa, moved to San Francisco shortly after the 1906 earthquake to assist with the reconstruction of the city's transportation lines. In 1908, Brunnier opened his own office, H.J. Brunnier Associates, which went on to become one of the oldest engineering firms in continuous operation in San Francisco. Brunnier made numerous contributions to the nascent field of structural engineering, organizing the Structural Engineers Association of Northern California and serving on the original board of the California State Board of Registration for Civil Engineers. He was also a charter member of the city's Rotary Club and held leadership positions in the Chamber of Commerce, Engineers Club of San Francisco, and the American Society of Civil Engineers. Brunnier also served on the CSAA's board for 52 years, serving as president from 1928-29 and AAA board president from 1944-1947. He was named "Outstanding Bay Area Engineer" in 1956 and notable projects include: Golden Gate Park's DeYoung Museum (demolished), which architect Lewis C. Mulgardt, San Francisco-Oakland Bay Bridge, the Sharon, Shell, Standard Oil, and Russ Buildings with George W. Kelham, and San Francisco Central Tower (1938 with Kelham and P.J. Walker).

Staff concurs with the consultant finding that although George W. Kelham appears to be a master architect, the subject property no longer is reflective of his original design. Therefore, 150 Van Ness Avenue does not appear to be significant under Criterion 3 for its association with master architect, George W. Kelham.

Staff also concurs with the consultant finding that the 1958 addition at 155 Hayes Street and the 1969 curtain-wall recladding of 150 Van Ness Avenue do not represent excellent examples of either the Miesian International Style/Corporate Modernism or Mid-Century Modern Style as defined in the *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*. Also, while architect, Albert F. Roller, is arguably a master architect, the subject properties do not represent his best or most significant work in San Francisco nor do they represent a unified design vision as a complex. Therefore, the subject properties both individually and as part of a complex do not appear eligible under Criterion 3 for their association with master architect, Albert F. Roller.

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<sup>10</sup> Biographical information about architect Albert F. Roller is taken from both the a + h and Page & Turnbull reports.

<sup>11</sup> Biographical information about engineer Henry J. Brunnier is taken from both the a + h and Page & Turnbull reports.

Staff further concurs with the consultant findings that the subject properties, both individually and as part of a complex, do not appear eligible under Criterion 3 for their association with engineer Henry J. Brunnier. While prolific, and certainly a master in the field of engineering, there is no indication that the subject properties represent unique or distinctive characteristics in their design or engineering such that they would be eligible under this Criterion.

**Criterion 4: Property yields, or may be likely to yield, information important in prehistory or history.**

Based upon a review of information in the Departments records, the subject property is not significant under Criterion 4, which is typically associated with archaeological resources. Furthermore, the subject property is not likely significant under Criterion 4, since this significance criteria typically applies to rare construction types when involving the built environment. The subject properties are not examples of a rare construction type.

**Step B: Integrity**

*To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register of Historical Resources criteria, but it also must have integrity. Integrity is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's period of significance." Historic integrity enables a property to illustrate significant aspects of its past. All seven qualities do not need to be present as long the overall sense of past time and place is evident.*

The subject property has retained or lacks integrity from the period of significance noted in Step A:

<b>Location:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks	<b>Setting:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks
<b>Association:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks	<b>Feeling:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks
<b>Design:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks	<b>Materials:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks
<b>Workmanship:</b>	<input type="checkbox"/> Retains	<input type="checkbox"/> Lacks			

Since 150 Van Ness Avenue with 155 Hayes Street were determined not to meet any of the criteria that would identify the structure as eligible for the California Register of Historical Resources, analysis of integrity was not conducted. In general, the subject property appears to retain integrity to 1958 and 1969 when the addition and recladding of 150 Van Ness Avenue were completed, respectively. 150 Van Ness Avenue does not retain integrity to its original 1925 construction due to the exterior alterations undertaken to accommodate the existing curtain-wall, however, the original lobby, which features high quality finishes and materials such as travertine, marble, and scored plaster, is largely intact.<sup>12</sup>

The addition to 150 Van Ness Avenue at 155 Hayes Street also appears to retain integrity from its construction date in 1967-68. 100 Van Ness Avenue, the last building constructed in the former CSAA complex, is currently being renovated for residential use and the original skin of the building has been removed and replaced with a glass curtain-wall system. Due to this alteration, 100 Van Ness Avenue no longer retains integrity.

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<sup>12</sup> Although it retains much of the 1925 design and materials, the lobby alone does not elevate the entire building's level of integrity nor should this feature be considered a "stand-alone" resource. The lobby is not a physically separate or "stand-alone" element of the building, and, therefore, does not qualify as a potential historic resource on its own accord.

**Step C: Character Defining Features**

*If the subject property has been determined to have significance and retains integrity, please list the character-defining features of the building(s) and/or property. A property must retain the essential physical features that enable it to convey its historic identity in order to avoid significant adverse impacts to the resource. These essential features are those that define both why a property is significant and when it was significant, and without which a property can no longer be identified as being associated with its significance.*

Since 150 Van Ness Avenue and 155 Hayes Street were determined not to meet any of the criteria that would identify them as eligible for the California Register of Historical Resources, this analysis was not conducted.

**CEQA Historic Resource Determination**

- ☐ Historical Resource Present
- ☐ Individually-eligible Resource
  - ☐ Contributor to an eligible Historic District
  - ☐ Non-contributor to an eligible Historic District

☒ No Historical Resource Present

**PART I: SENIOR PRESERVATION PLANNER REVIEW**

Signature: Tina Tam  
Tina Tam, Senior Preservation Planner

Date: 9-22-2014

**PART II: PROJECT EVALUATION**

Proposed Project ☒ Demolition ☐ Alteration

Per Drawings Dated: January 23, 2014

**Project Description**

The Project would demolish the existing office building (Lot 014 and Lot 015) and remove the four existing surface parking lots on the site and construct a 12-story, 120-foot tall mixed-use building comprising a total of 420 dwelling units (36 studios, 272 one-bedroom units, and 112 two-bedroom units, totaling 341,701 gross square feet of residential use) and 9,000 square feet of ground-floor retail use fronting Van Ness Avenue and Hayes Street. The Project would include a basement-level parking garage with 210 vehicle parking spaces. The Project would also provide a total of 275 Class 1 bicycle parking spaces (272 residential spaces and three [3] retail spaces) in the ground floor and basement-level of the building, as well as bike racks supplying an additional 33 Class 2 bicycle parking spaces (21 residential spaces and 12 retail spaces) on the sidewalk adjacent to the Project site along Hayes Street. A loading dock containing one off-street freight loading space would be provided along Hayes Street.

### Project Evaluation

*If the property has been determined to be a historical resource in Part I, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.*

#### Subject Property/Historic Resource:

- ☒ The project will not cause a significant adverse impact to a historic resource as proposed.
- ☐ The project will cause a significant adverse impact to the historic resource as proposed.

#### California Register-eligible Historic District or Context:

- ☒ The project will not cause a significant adverse impact to a California Register-eligible historic district or context as proposed.
- ☐ The project will cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

To assist in the evaluation of the proposed project, the Project Sponsor has submitted a consultant report:

- ☐ Architecture + History, LLC, 150 Van Ness Avenue *Historic Resource Evaluation* (July 25, 2014)

Staff concurs with the findings of the Historic Resource Evaluation Report prepared by Architecture + History, that the proposed project will have no significant adverse impact to historic resources. While the proposed project is located near the Civic Center Historic District, the former CSAA buildings do not contribute to the district nor do they contribute to any discontiguous district associated with Van Ness Auto Row. The construction of the new building would be outside the Civic Center Historic District boundaries and the proposed project does not have the potential to materially alter either of the two closest District contributors, Exposition Auditorium and High School of Commerce (Landmark No. 140). While the proposed project would be located in close proximity to these known historic building, there would be no direct impact to the character-defining features, or the elements or design that are noteworthy in the Civic Center Historic District. As the proposed project would not result in a significant impact to historical resources, it is not anticipated to contribute to any potential cumulative impact to historical resources.

The height and massing of the proposed building is compatible with the scale of buildings that frame the historic district. While the new construction will be more massive than immediately adjacent buildings, it will not overwhelm adjacent district contributors which are monumental in scale and physically substantial in appearance and design. As noted in the architecture + history HRE, the proposed project also employs various design elements to break up the scale and massing of the new building. The top floor will be stepped back at intervening bays to create a defined top to the structure and the proposed design will have a textured façade utilizing a combination of glazed and solid materials along with recesses and projecting features to break up the façade massing. Along Van Ness Avenue, a portion of the new building will two-stories in height, thereby creating a break in the massing between the subject property and adjacent 100 Van Ness Avenue.

Staff finds that proposed new construction will be clearly differentiated from the Civic Center Historic District by its detailing and material palette. Cladding materials, including buff colored brick and glass, are compatible with the character of the historic district. Further, staff finds that while the new building will be visible from the Civic Center Historic District, it will not interfere with any of the district's

primary axial views or the interrelationships between the buildings. As the proposed project is located south of the primary central open space of the district, it will not interfere with the spatial layout or primary features of the district. The new building will serve as a general framing element in a surrounding skyline that is characterized by a mix of low- and high-rise construction and construction types. Regarding the project's affect on the setting of the adjacent resources, the subject building's location far to the south of the main axis of the Civic Center Historic District will be sufficient so that the contemporary materials and articulation of the new construction will not create a distraction from City Hall that could damage or destroy the district's integrity.

Staff also concurs with the architecture + history HRE that the proposed project will not destroy historic materials, features, or spatial relationships that characterize 55 Polk Street. While the new construction will be physically adjacent to 55 Polk Street it will not destroy any physical features or materials or undermine the ability of the building to convey its significance. Due its physical adjacency and the scale of the proposed project, staff recommends that care be taken during construction to ensure that 55 Polk Street is protected from damage by construction-related vibration.

The rear of the proposed project would also be adjacent to 42-50 Fell Street, which is an identified historic resource (the two buildings will be separated by about 5 feet). In the 2013 HRE for the 100 Van Ness Avenue project, preservation consultant Johanna Street identified a number of protection measures to ensure that the character-defining features of this significant Category 1 structure would not be damaged. These protection measures were incorporated into the 100 Van Ness Avenue project. Staff concurs with the architecture + history HRE statement that similar protection measures should be adhered to during construction of the subject project at 150 Van Ness Avenue. These protection measures (as noted in the 100 Van Ness Avenue HRE) include:

- Clay tile roof. The roof appears to be in good condition with few missing or broken tiles. While clay tile roofs can withstand impact from some dirt and debris, larger chunks of construction material could crack and damage tiles. The roof shall be protected from falling pieces of construction debris. Though it is unlikely, excessive vibration from construction activities could dislodge tiles from the roof causing them to fall. The tiles shall be protected from falling. Any broken tiles shall be replaced to match existing.
- Brick-clad steel and concrete exterior walls. The exterior walls appear to be in good condition. Prior to construction the exterior walls shall be carefully surveyed and any cracks shall be noted. Brick construction is prone to cracking due to vibration and movement. Crack gauges shall be installed and monitored to assure that there is no structure movement caused by construction activities.
- Metal windows. These are in fair condition with broken glass and metal deterioration evident. It is unlikely that the windows will be damaged during construction; however they should be photographically documented. Any broken elements as result of adjacent construction should be replaced to match existing.
- Decorative elements. The decorative finial at the property line between 100 Van Ness Avenue and 42-50 Fell Street should be carefully protected during construction with plywood, or other impact resistant material. Other elements should be noted and crack gauges installed as necessary.




It appears that the proposed new construction is differentiated from but compatible with the historic districts and off-site historic resources in conformance with the *Secretary's Standards*. Therefore, the proposed project is not anticipated to result in an adverse effect on off-site historical resources. As the proposed project would not result in a significant impact to historical resources, it is not anticipated to contribute to any potential cumulative impact to the historical resources.

Although the proposed project is not anticipated to have a historic resource impact, staff proposes the following improvement measure. This measure is meant to ensure salvage and limited reuse of decorative features and fabric that are extant in the vestibule and lobby of 150 Van Ness Avenue. Although this space and its associated features and fabric does not rise to the level of a significant individual historic resource, the materials are of a quality that their wholesale demolition and disposal would be unfortunate.

*Improvement Measure*

Prior to demolition of 150 Van Ness Avenue, the project sponsor shall identify extant historic fabric and decorative details within the vestibule and lobby that may feasibly be salvaged, such as travertine and marble cladding, painted wood beams, historic light fixtures and molded doors, and plaster decorative elements like two Juliet balcony frieze projections on the east and west sides of the lobby, the medallion friezes around the lobby, and the spiral columns on the Juliet balconies that appear to be freestanding. The project sponsor, to the extent practicable, will seek to incorporate these salvaged features and fabric into the design of the new construction. Where incorporation into the new construction is not practicable, salvaged features and fabric will go to a salvage company with experience with historic materials.

**PART II: SENIOR PRESERVATION PLANNER REVIEW**

Signature:   
Tina Tam, Senior Preservation Planner

Date: 9-22-2014

cc: Virnaliza Byrd, Environmental Division/ Historic Resource Impact Review File  
Kate Connor, Planner

