



# SAN FRANCISCO PLANNING DEPARTMENT

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## Community Plan Exemption Checklist

*Case No.:* **2013.0986E**  
*Project Title:* **1140 Folsom Street**  
*Zoning/Plan Area:* NCT (Folsom Street Neighborhood Commercial Transit District) and RED (Residential Enclave District) Use Districts  
65-X and 40-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3730/015,075,077,078,080  
*Lot Size:* 32,800 square feet  
*Project Sponsor:* John Bickford; Local Development Group  
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### PROJECT DESCRIPTION

The project site is located on the northern side of Folsom Street between Langton and Rausch Streets, within the South of Market (SoMa) neighborhood (Figure 1). The proposed project would demolish the existing 25-foot-tall commercial building and 16,800-square-foot surface parking lot on the site and construct a six-story, approximately 65-foot-tall mixed-use structure (Figure 2). The proposed building would consist of 112 residential dwelling units over an approximately 5,600-square-foot ground-floor commercial space and up to 88 basement-level parking garage spaces (accessed from a new curb cut on Rausch Street). The building's height would be 65 feet along the Folsom Street frontage and then step down along the Rausch Street frontage to approximately 40 feet. The project would provide 104 secured bicycle parking spaces in the basement garage and at the ground level. Eight bicycle racks would be installed along Folsom Street, accompanied by installation of a sidewalk bulb-out at the corner of Folsom and Rausch Streets and eight new street trees along the site perimeter (Figure 3).

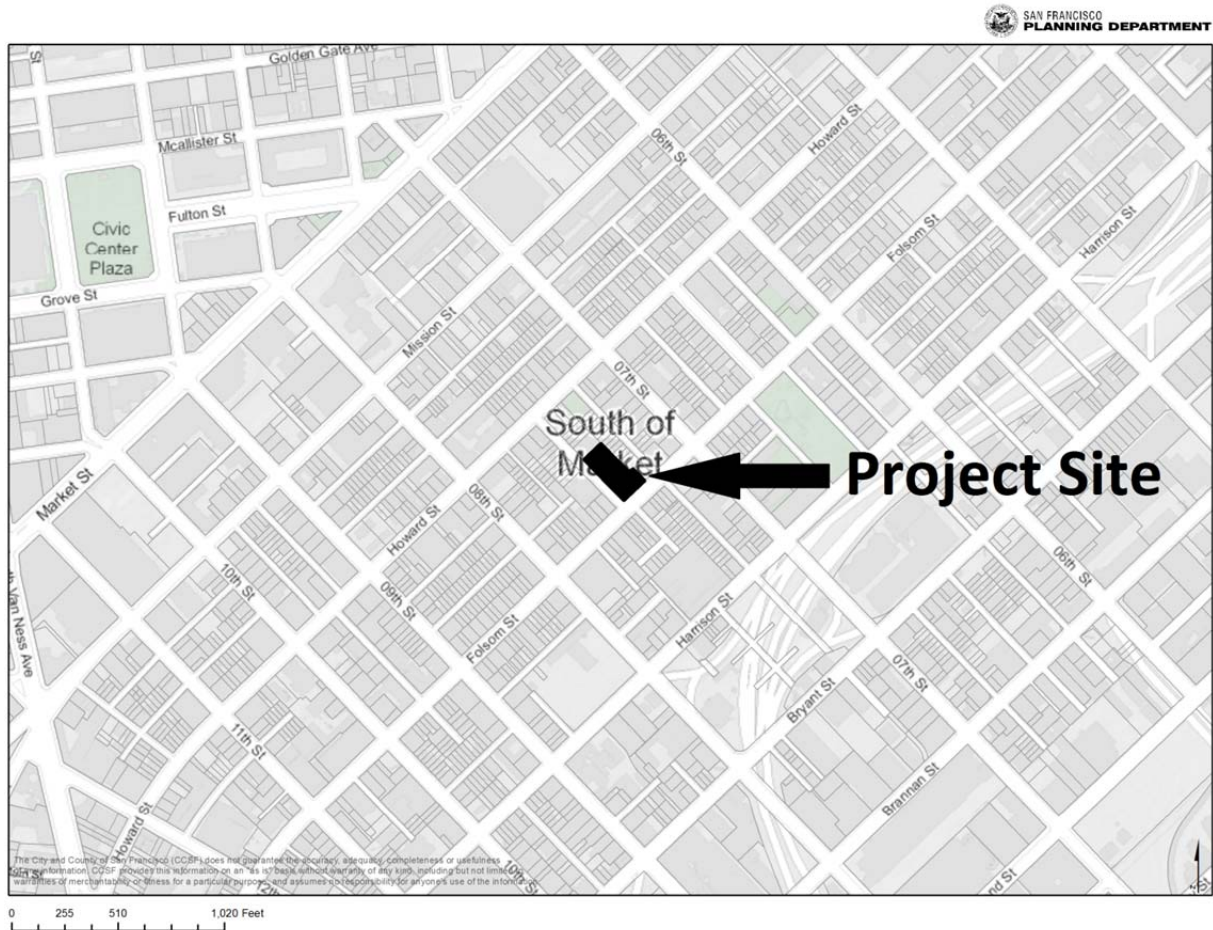
### Project Approval

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Conditional Use Authorization** (*Planning Commission*)
- **Building Permit** (*Department of Building Inspection*)

The proposed project is subject to Large Project Authorization and Conditional Use approval from the Planning Commission, which is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

FIGURE 1 – PROJECT LOCATION

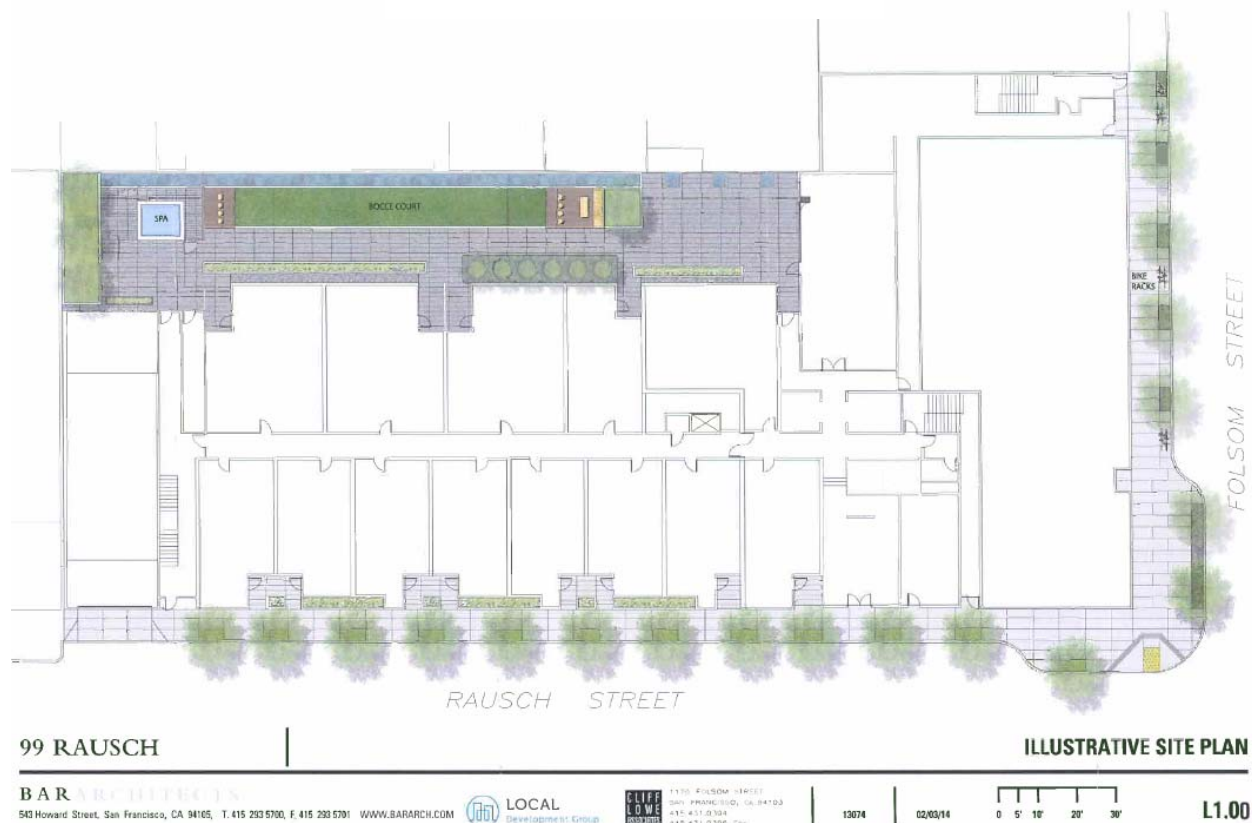


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FIGURE 2 – PROPOSED ELEVATIONS



FIGURE 3 – SITE PLAN



## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>1,2</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 off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa 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.

<sup>1</sup> In this CPE Checklist, the acronyms “PEIR” and “PEIR” both refer to the Western SoMa Community Plan PEIR and are used interchangeably.

<sup>2</sup> San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 11, 2014.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Mitigation measures were identified for the above impacts—aside from shadow—and reduced said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), air quality (program-level TACs and PM<sub>2.5</sub> pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would include construction of a 40- to 65-foot-tall mixed-use residential building containing 112 dwelling units, 5,600 square feet of retail space, and a basement parking garage. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

#### **AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT**

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>3</sup> Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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<sup>3</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1140 Folsom Street, July 11, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0986E.



<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— Would the project:</b>				
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 Western SoMa PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Folsom Street Neighborhood Commercial Transit (NCT) District and is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, maintaining the mixed character of the area by encouraging residential and commercial development.<sup>4,5</sup>

For these reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to land use and land use planning.

<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>2. POPULATION AND HOUSING— Would the project:</b>				
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"/>

<sup>4</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1140 Folsom Street, April 23, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

<sup>5</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1140 Folsom Street, October 21, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

<b>Topics:</b>	<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>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Community Plan project area. The Western SoMa PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project’s residential and retail uses are expected to add approximately 259 residents and 16 employees to the site, respectively. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR.

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

<b>Topics:</b>	<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 AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Historic Architectural Resources**

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco

Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The proposed project would demolish the existing one-story, reinforced concrete industrial building constructed in 1946, along with an adjacent private parking lot. The building and parking lot were evaluated as part of the South of Market Historic Resource Survey, which was adopted by the Historic Preservation Commission in July 2010. Based upon this survey, the existing building and lot were assigned a California Historic Resource Status Code (CHRSC) of "6Z," which defines the properties as "found ineligible for [National Register], [California Register] or local designation through survey evaluation." Furthermore, the project site is not located in or near any historic districts. Therefore, the site is not considered to be a historic resource for the purposes of CEQA.

As such, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa PEIR.

### **Archeological Resources**

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. As the proposed project at 1140 Folsom Street would involve up to 12 feet of soil disturbance to construct an underground parking garage, Mitigation Measures M-CP-4a and M-CP-4b apply to the project.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project. The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. In addition, the project would be subject to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less than significant level. Mitigation Measures M-CP-4a and M-CP-4b are described on pages 45-54 as Project Mitigation Measure 1 and Project Mitigation Measure 2 respectively. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

For the reasons above, the proposed project would not result in significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.



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

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

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the Western SoMa Community Plan were identified to have significant impacts related to loading, but the impact was reduced to less-than-significant with mitigation.

The Western SoMa PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Even with mitigation, however, it was anticipated that the significant adverse traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the Western SoMa PEIR, a Transportation Impact Study (TIS)

was completed for the proposed project in September 2014.<sup>6</sup> The Results of this study are summarized below.

### Trip Generation

The proposed project involves construction of a four- to six-story, 112-unit residential building over approximately 5,600 square feet of ground-floor retail. 104 secured bicycle parking spaces and eight sidewalk bicycle racks would be provided. The project would provide up to 88 parking spaces in an underground garage.

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. As presented in Table 1, the proposed project would generate an estimated 4,313 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,489 person trips by auto, 814 transit trips, 1,463 walking trips and 547 trips by other modes. The project would generate 756 vehicle trips (accounting for vehicle occupancy data for this Census Tract), of which 113 trips would occur during the p.m. peak hour.

**Table 1 – Project Person Trip Generation by Mode**

Land Use	Daily					PM Peak-Hour				
	Auto	Transit	Walk	Other	Total	Auto	Transit	Walk	Other	Total
Residential	284	239	290	140	953	49	41	50	24	164
Retail/ Restaurant	1,205	575	1,173	407	3,360	163	78	158	55	454
<b>Total</b>	<b>1,489</b>	<b>814</b>	<b>1,463</b>	<b>547</b>	<b>4,313</b>	<b>212</b>	<b>119</b>	<b>208</b>	<b>79</b>	<b>618</b>

Source: 2008-2012 American Community Survey; *SF Guidelines*, October 2002, Appendix E – Tables E3, and E10; CHS Consulting Group, 2014

### Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco.

The proposed project would generate approximately 113 vehicle trips during the p.m. peak hour, of which 63 trips would occur in the inbound direction and 51 trips would occur in the outbound direction. Because Folsom Street is an eastbound one-way street, all inbound trips (63 trips) would cross the intersection of Folsom and Eighth Street and make a left-turn onto northbound Rausch Street to enter the project site. Likewise, all outbound trips (51 trips) would make a left turn onto one-way westbound Howard Street from Rausch Street and cross the intersection of Howard and Eighth Street as they exit the project site. According to the Western SoMa PEIR,<sup>7</sup> these two intersections are currently operating

<sup>6</sup> CHS Consulting Group, *1140 Folsom Street Mixed-Use Residential Project Transportation Impact Study* (September 25, 2014). This document is on file and available for review as part of Case File No. 2013.0986E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

<sup>7</sup> The *Western SoMa Community Plan, Rezoning of Adjacent Parcels Final EIR* is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case nos. 2008.0877E and 2007.1035E.

acceptably (at LOS B), and the addition of project-generated trips would not likely deteriorate existing operating conditions to an unacceptable level (LOS E or F).

Furthermore, nine other intersections located within the study area, including the intersections of Sixth/Bryant Streets, Seventh/Mission Streets, Seventh/Folsom Streets, Seventh/Harrison Streets, Eighth/Bryant Streets, Ninth/Mission Streets, Ninth/Folsom Street, Ninth/Harrison Streets, and Ninth/Bryant Streets are currently operating and would continue to operate acceptably (at LOS D or better) during the PM peak hour (see **Table 2 – Intersection Level of Service**). The addition of limited project-generated trips through these intersections during the p.m. peak hour would not have the potential to deteriorate these intersections' operating conditions to unacceptable service levels.

**Table 2 – Intersection Level of Service**

#1	Study Intersection	Existing P.M. Peak Hour	Cumulative (2030) P.M. Peak Hour
		LOS <sup>2</sup>	LOS
1	Fifth/ Bryant/ I-80 Eastbound on-ramp	<b>E</b>	<b>F</b>
3	Sixth Street/ Bryant Street	B	B
4	Sixth Street/ Brannan/ I-280 ramps	<b>E</b>	<b>F</b>
5	Seventh Street/ Mission Street	C	D
6	Seventh Street/ Folsom Street	B	C
7	Seventh/ Harrison/ I-80 Westbound on-ramp	B	C
8	Eighth Street/ Howard Street	B	C
9	Eighth Street/ Folsom Street	B	D
10	Eighth/Harrison/ I-80 Westbound off-ramp	D	<b>F</b>
11	Eighth Street/ Bryant Street	C	D
12	Ninth Street/ Mission Street	C	D
13	Ninth Street/ Folsom Street	B	D
14	Ninth Street/ Harrison Street	B	B
15	Ninth/Bryant/U.S. 101 Northbound off-ramp	D	D

Source: *Western SoMA PEIR, 2013, Table 4.E-1.*

**BOLD** indicates intersection operates at unacceptable LOS conditions (LOS E or F).

Notes: (1) Intersection number refers to numbering in PEIR. (2) LOS/delay for signalized intersection represents conditions for the overall intersection.

The Western SoMA PEIR identified significant traffic impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp, Sixth Street/Brannan Street/I-280 ramps, and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp. The project traffic contribution would be limited at these locations since the project land-use is not expected to generate or attract high volume of regional trips from/to Freeways during PM peak. Based on these findings, the proposed project would not result in any additional significant traffic impacts to study area intersections previously analyzed in the Western SoMa PEIR.

The Western SoMA PEIR identified feasible mitigation and improvement measures to reduce the project impact at affected intersections such as optimizing signal timing at Harrison Street/Eighth Street/I-80 Westbound Off-Ramp to improve traffic flow (Mitigation Measure M-TR-1c) and requiring development

projects that would generate 3,500 daily trips to create and implement a Transportation Demand Management (TDM) plan (Improvement Measure I-TR-1).

Future traffic conditions with the proposed project would be similar to those analyzed in the Western SoMa PEIR. Therefore, project contribution to future traffic volumes at area intersections would not be cumulatively considerable and area intersections would operate as analyzed in the Western SoMa PEIR. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR.

While the proposed project would not result in any significant transportation-related impacts, and no mitigation measures would be required, the project sponsor has agreed to implement Project Improvement Measure 2: Implement Travel Demand Management (TDM) Measures (as detailed on pages 54-57) to promote alternative travel modes.

#### *Vehicle Egress*

As shown in **Figure 3 – Site Plan**, the parking garage would be accessed through a ramp on Rausch Street at the northwest corner of the property.

During the peak hour, vehicles turning right into the driveway from the south may need to pause and wait for pedestrians or other cars to exit. While substantial queuing is not expected and traffic flows on Folsom Street or nearby intersections would not be affected, vehicle queues at the proposed project driveway into the public right-of-way would be subject to the Planning Department's vehicle queue abatement Conditions of Approval. The project sponsor has agreed to implement these conditions, which are detailed on pages 54-57 under Project Improvement Measure 1: Monitoring and Abatement of Queues. This improvement measure would reduce the potential for queuing by vehicles accessing the project site through monitoring of the Rausch Street driveway and implementing various abatement measures if necessary.

Headlights from vehicles exiting the project's parking garage on Rausch Street may increase light and glare on nearby residences due to the garage ramp's 18 percent inclination. However, the light and glare resulting from vehicle egress would not exceed levels commonly expected in urban areas. Although occupants of nearby properties may regard the increase in light undesirable, the limited increase in light on private properties as a result of the proposed project would not be considered a significant impact under CEQA.

The proposed project would construct a bulbout at the corner of Rausch and Folsom Streets in accordance with the *Better Streets Plan*, extending the corner of the sidewalk into the road bed. Guidelines enumerated in the *Better Streets Plan* prohibit curb cuts from extending further than the full width of the parking lane, or to a width reducing the travel lane to less than 10 feet. As such, the bulbout would not reduce the southern stretch of Rausch Street beyond that which is reasonably traversible, and thus the curb cut would not result in an increased potential for collisions with parked vehicles.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to traffic and would not contribute considerably to cumulative transit impacts that were identified in the Western SoMa PEIR. Further, with the

implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

### **Construction**

As stated in the Western SoMa PEIR, construction impacts are specific to individual development projects and pertain to any potential temporary roadway and sidewalk closures, relocation of bus stops, effects on roadway circulation due to the construction trucks, and the increase in vehicle trips, transit trips, and parking demand associated with construction workers. Construction impacts were not assessed for the Plan in the PEIR and those potential impacts associated individual projects are not usually considered significant because they are temporary and generally of short-term duration. Therefore, no significant construction impacts were identified and no mitigation measures were recommended.

Detailed plans for construction activities have not yet been finalized, but during the anticipated 20-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed development.

Construction-related activities would typically occur Monday through Friday (occasional Saturdays as required), and is not anticipated to occur on Sundays or major legal holidays. The hours of construction would be enforced by DBI, and the contractor would need to comply with the San Francisco Noise Ordinance, enforced by the San Francisco Police Department (SFPD), which permits construction activities seven days a week, between 7:00 a.m. and 8:00 p.m.

Throughout the entire 20-month construction of the project, the project would require an average of 55 workers per day; however, up to 100 workers would be required during peak construction periods. The amount of construction-related vehicles (worker vehicles, haul trucks, equipment deliveries, etc.) would vary depending on each phase of construction. Approximately 12,500 cubic yards of material would be transported to and from the project site during the construction period. Assuming each haul truck could carry up to 10 cubic yards of material; these activities would generate approximately 1,250 round trips (2,500 one-way trips). Factoring in the number of construction work days during the entire construction period (and assuming up to 20 work days per month), the proposed project would generate approximately three external daily haul truck trips (six one-way trips). Therefore, based on these estimates, the average number of daily construction vehicle trips generated by the proposed project would equate to approximately 58 trips (116 one-way trips), and during peak construction periods, the proposed project would generate approximately 103 daily trips (206 one-way trips).

Construction staging areas would be located on-site to the extent possible and in the underground parking garage once constructed. Parking for construction workers would be located in nearby on-street parking spaces, and machinery and related equipment would be located on site. Worker parking would also be available in the underground parking garage once constructed. Temporary travel lane and sidewalk closures would occur along the periphery of the proposed development. Public, on-street parking along Folsom Street and Rausch Street, along the project building frontages, would be temporarily restricted during the construction period. Further, the sidewalk along the east side of Rausch Street would be temporarily closed and pedestrian travel within the affected sidewalk area would be prohibited and a covered walkway for pedestrians would be constructed along the north side of Folsom Street to allow for continued pedestrian travel. As noted, the parking lane along the north side of Folsom

Street would be temporarily restricted for public use for the hours allowed over the course of construction.

In the event that it is determined that temporary travel or parking lane or sidewalk closures would be needed, such actions would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including the Police, Public Works, Planning, and Fire Departments and SFMTA Muni Operations. The construction management plan reviewed by the TASC would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Because there are no Muni bus stops along the project site frontage, it is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project. The project would be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the project site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. It is anticipated that a majority of the construction-related truck traffic would use I-80, I-280 and U.S. 101 to access the project site from the East Bay and South Bay. For access between the project site and the East Bay, trucks would be routed to the site from I-80 westbound to the Eighth Street off-ramp and would return via the Eighth Street on-ramp to eastbound I-80. For access between the project site and the South Bay, trucks would be routed from northbound U.S. 101 to the Bryant Street off-ramp, and then return to southbound U.S. 101 from the on-ramp at Tenth Street. Access to the project site via I-280 would be gained at the Sixth Street on- and off-ramps.

It is anticipated that there would be an average of 50 construction workers per day at the project site, depending on the construction phase (which may require up to 100 workers during peak construction periods). The trip distribution and mode split of construction workers are not known. Construction workers that drive to the site would be able to park on-site in designated staging areas (e.g., underground parking garage or nearby on-street parking spaces). It is also anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections, transit network, or to bicyclists and pedestrians traveling near the project site would be similar to those associated with the proposed project.

In order to reduce any potential impacts to the surrounding transportation network and users therein during construction activities, the construction contractor would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible City agencies to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project and other nearby projects. The specific provisions of the permit would address issues of circulation, public safety, parking and others, as developed in a meeting of the TASC attended by the Project Sponsor and City departments, including Parking and Traffic, Police, Public Works, and SFMTA Muni Operations. Based on these findings, construction-related impacts would be less than significant.

It is noted that the Western SoMa PEIR did not identify any significant construction impacts and no mitigation measures were recommended. While the proposed project would not result in any significant construction impacts, improvement measures could be implemented to further reduce these less-than-significant impacts. As detailed on pages 54-57, Project Improvement Measure 5: Limiting the Hours of



Construction-Related Truck Traffic and Deliveries and Project Improvement Measure 4: Construction Management Plan Additional Measures) would further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. Therefore, the proposed project would result in less-than-significant impacts related construction activities. Further, with the implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

### Transit

The study area is well-served by a network of public transit provided by the San Francisco Municipal Railway (Muni) bus and light rail lines and a number of commuter routes provided by Golden Gate Transit and SamTrans. Muni lines serving the study area include 8AX, 8BX, 12 14X, 19, 27, 47, and 83X. The nearest transit stop from the project site is at the southwest corner of the intersection of Folsom Street and Seventh Street and serves Muni bus lines 12 and 19. Line 12 operates every 20 minutes throughout the day, and line 19 operates every 15 minutes throughout the day. These bus routes are listed below.

**Table 1 – Muni Transit Lines within Project Study Area**

Route <sup>1</sup>	Direction	Peak Headway (minutes)		Nearest Stop Location
		AM	PM	
8AX Bayshore A Express	Inbound	7-8	-	Bryant Street and Sixth Street
	Outbound	-	7-8	Harrison Street and Sixth Street
8BX Bayshore B Express	Inbound	7-8	-	Bryant Street and Sixth Street
	Outbound	-	7-8	Harrison Street and Sixth Street
12 Folsom / Pacific	Inbound	20	20	Folsom Street / Seventh Street
	Outbound	20	20	Harrison Street / Seventh Street
14X Mission Express	Inbound	8	-	Mission Street / Sixth Street
	Outbound	-	8	Harrison Street / Sixth Street
19 Polk	Inbound	15	15	Folsom Street / Seventh Street
	Outbound	15	15	Folsom Street / Eighth Street
27 Bryant	Inbound	15	15	Folsom Street / Fifth Street
	Outbound	15	15	Harrison Street / Seventh Street
47 Van Ness	Inbound	10	10	Harrison Street / Seventh Street
	Outbound	10	10	Bryant Street / Seventh Street
83X Caltrain	Inbound	8-23	16-22	Market Street/ Eighth Street
	Outbound	8-23	16-22	Brannan Street /Eighth Street

SOURCE: San Francisco Municipal Railway (MUNI), Map, Routes, and Schedule, last updated at [www.sfmta.com](http://www.sfmta.com), September 2010, Accessed March 2013.

According to Western SoMa Community Plan Transportation Impact Study, Final Report (June 2012), transit lines serving the project area, all of the transit lines serving the project area are currently operating

well-below Muni's capacity utilization (number of passengers on board a transit vehicle relative to the total capacity) of 85 percent.<sup>8</sup>

The proposed project would generate a total of 813 daily transit trips and 119 PM peak-hour transit trips. According to the Western SoMA PEIR, the estimated 3,799 PM peak hour transit trips for the Plan area would not substantially increase transit ridership. The peak-hour capacity utilization of most Muni lines and regional transit providers would be below the 85-percent capacity utilization with the exception of the K,L,M,N light rail lines. These subway lines (which are outside the project study area) would operate at a capacity utilization of 98 percent, as compared to 87 percent capacity utilization under existing conditions. Because the Plan would not substantially affect the capacity utilization of the local Muni and regional transit lines, the Western SoMA PEIR states that the transit impacts would be less-than-significant.

The proposed project is expected to generate a small portion (approximately 3 percent) of the Western SoMA Plan peak-hour transit trips, which would be distributed among multiple Muni and regional transit lines serving the project site. The estimated increase in transit demand associated with the proposed project would be accounted for in the transit demand analysis presented and analyzed in the PEIR and thus, would not have a substantial effect on the local and regional transit providers under cumulative conditions. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR.

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

### **Pedestrians**

Pedestrian amenities generally include sidewalks, crosswalks, curb ramps, pedestrian signals, and streetscape and landscape amenities (i.e., benches, tree-lined buffers, planters, bulb-outs, street lighting, etc.). A qualitative evaluation of existing pedestrian conditions during a field visit to the project site and nearby streets was conducted during the weekday p.m. peak period (4:00 p.m. to 6:00 p.m.) on Thursday, March 27, 2014.

The project site is located within an established pedestrian network comprised of continuous sidewalks, curb-ramps and painted crosswalks at signalized intersections. Based on field observations, pedestrian volumes are generally light within the study area, except for a short segment of Folsom Street immediately east of the project site where a moderate level of pedestrian activity was observed in March 2014 on sidewalk and the adjacent parklet along the frontage of a neighboring café. Nevertheless, no incidents of overcrowding or obvious pedestrian-related deficiencies were observed in the vicinity of the project site.

The Western SoMA PEIR estimates that the 8,366 PM peak hour pedestrian trips generated by the Plan area would be accommodated on the existing sidewalks and would not substantially affect pedestrian

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<sup>8</sup> Western SoMa Community Plan Transportation Impact Study, Final Report, Table 4; prepared by LCW Consulting, June 2012.

operations on the nearby sidewalks and crosswalks, thus, causing less-than-significant impacts. However, the PEIR states that the increase in pedestrian volumes would be noticeable in the immediate vicinity of individual development projects and could also increase the frequency of conflicts between pedestrians and vehicles at crosswalks and intersections.

The proposed project would generate approximately 328 pedestrian trips (209 walking trips and 119 trips to/from nearby transit stops) during the typical p.m. peak hour. Approximately 25 percent (50 trips) of p.m. peak hour pedestrian trips would be generated by the proposed residential units and about 75 percent (158 trips) would be generated by the proposed retail/restaurant use. The new pedestrian trips could be accommodated on existing sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the current pedestrian facilities along Folsom or Rausch Streets. Sidewalks along Rausch Street and Folsom Street are approximately 8 feet and 10 feet wide, respectively, and were observed in March 2014 to have low levels of pedestrian activity. Therefore, pedestrian conditions would continue to remain acceptable with the implementation of the proposed project.

The main pedestrian entrance to the residential units would be provided in the residential lobby area (on Rausch Street) and an auxiliary bicycle entrance would be provided on Folsom Street. Vehicle entrance to the underground garage would be also located midblock on Rausch Street along the northwestern corner of the project site. A new curb-cut for the driveway ramp would be approximately 10 feet wide and located 160 feet north of the main pedestrian entrance.

The proposed project would generate more traffic at this driveway location than what is generated at the existing site and would have the potential to conflict with pedestrians along the Rausch Street sidewalk. Vehicle flow in and out of the underground garage would be managed via traffic controls and a remote-controlled gate.

Residents that have access to the parking garage would be required to activate a remote control or electronic device to open a parking gate to enter or leave the parking facility. Inbound drivers to the underground garage would be required to stop along Rausch Street and yield to any pedestrians walking along the sidewalk area and garage entrance (along the east side of the street) prior to pulling onto the 10-foot-wide ramp while waiting for the gate to open. Outbound drivers would be required to wait on the parking garage ramp while the gate opens and would not be in conflict with pedestrians during this time. Outbound drivers exiting the underground garage may conflict with pedestrians walking along the east side of Rausch Street. Improvement measures identified for the project (and discussed further below) would reduce the potential for pedestrian-vehicle conflicts at the parking garage.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas.

A peak-hour demand of less than two loading vehicles (1.4 loading spaces) is expected for the residential and retail/restaurant portions of the proposed project. Access to the white (passenger) loading zone (a proposed 40-foot curb) would be located along Rausch Street. This loading zone would allow vehicles to maneuver within the loading area and would restrict vehicles from encroaching on the nearby garage driveway ramp or sidewalk areas and the loading zone would increase visibility of these vehicles for pedestrians along Rausch Street. Freight and delivery activities would be concentrated in nearby existing on-street loading spaces along Rausch Street (near Howard Street, north of the project site) or along the south side of Folsom Street, across from the project site. Although the proposed project may result in

potential conflicts between pedestrians and loading/unloading (passenger, freight/delivery) activities, improvement measures identified for the project (and discussed further below) would reduce the potential for pedestrian-vehicle conflicts during such activities.

The proposed project would enhance the existing sidewalks along the building frontages and install a bulbout at the northeast corner of the intersection of Folsom and Rausch Streets. In addition, the bulbout would provide an ADA-accessible ramp and would also reduce the crossing distance along Rausch Street from approximately 30 feet to approximately 22 feet. Further, the proposed project would provide adequate sidewalk capacity along Folsom and Rausch Streets and would enhance the pedestrian environment through installation of *Better Streets Plan* improvements (e.g., adequate pedestrian throughways along sidewalks, street trees and planters, adequate curb widths, and adequate distance between the sidewalk and moving vehicles). Based on these proposed findings, the proposed project would not result in significant pedestrian impacts that were not identified in the Western SoMa PEIR and the pedestrian impacts would be less-than-significant.

It is noted that the *Western SoMa PEIR* did not identify any significant pedestrian impacts and no mitigation measures were recommended. While pedestrian conditions would improve relative to existing conditions, improvement measures could be implemented to further reduce these less-than-significant impacts. Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway would reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street. Project Improvement Measure 5: Coordination of Move-in/Move-Out Operations and Large Deliveries would reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), and would ensure that residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. These improvement measures are further detailed on pages 54-57.

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. The proposed project would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under cumulative conditions. Conversely, the proposed project would improve pedestrian circulation in and around the project site by implementing streetscape designs and landscaping to create a more comfortable walking environment as well as developing a new bulbout to increase pedestrian safety and connectivity between the development and surrounding pedestrian network. These treatments would improve pedestrian conditions by facilitating safe pedestrian circulation and crossings, by providing safe spaces for pedestrians and by increasing pedestrian visibility to drivers. Walk trips may increase between the completion of the proposed project and future conditions due to increasing effectiveness of planned pedestrian improvements. Because of pedestrian realm enhancements, transit users would walk between the transit stops and the proposed project, and such actions could over time increase the number of pedestrians accessing the project site via transit modes, although not to the level which would induce overcrowding of sidewalks under the cumulative conditions.

There would likely be a projected increase in background vehicle traffic between existing and future conditions. This would result in an increase in the potential for vehicle-pedestrian conflicts at intersections in the study area. While there would be a general increase in vehicle traffic that is expected through the future conditions, the proposed project would not create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR. Therefore, the proposed project would result in less-than-significant cumulative impacts related to pedestrians.

In light of the above, the proposed project would result in less-than-significant impacts related to pedestrians.

## **Bicycles**

Bicycle facilities consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. On-street bicycle facilities include city-designated routes that are part of the San Francisco Bicycle Network. These on-street bicycle facilities are grouped into three categories:

- Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians;
- Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles; and
- Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

There are two on-street bicycle facilities in proximity of the project site. There is a bicycle lane (Route 30) that operates along the south side of Folsom Street and along the north side of Howard Street (the two streets form a one-way couplet). Seventh Street and Eighth Streets are also part of Route 23 and a bike lane is provided along the east side of Seventh Street and the west side of Eighth Street. These bicycle facilities are described below:

- Bicycle Route 23 (Class II facility) on Seventh Street (northbound) between 16th Street and Market Street and on Eighth Street (southbound) between Market Street and Townsend/Division streets.
- Bicycle Route 30 (Class II facility) on Harrison Street between Cesar Chavez Street and 11th Street and on Folsom Street between Division Street and The Embarcadero.

*The San Francisco Bicycle Plan* includes the installation of a Class II bicycle lane in the westbound direction on Howard Street for approximately 200 feet approaching Ninth Street (“Near-Term Improvement Project 2-8”). This would close an existing gap in the Howard Street bicycle lane. This improvement project has already been constructed and no other bicycle improvement projects are planned in or near the project site.

During the field survey conducted during the weekday p.m. peak period (4:00 to 6:00 p.m.) on Thursday, March 27, 2014, a substantial number of bicycle volumes were observed along Folsom Street and a moderate number of bicyclists along Howard, Seventh, and Eighth Streets. These roadways provide painted bike lanes, and bicyclists were generally able to travel along these streets with minimal conflicts with vehicular traffic and parked vehicles. Currently, there is a bicycle rack located on the sidewalk in front of the adjacent property on Folsom Street.

### *Bay Area Bike Share System*

The Bay Area Bike Share is the region’s bike sharing system across the region launched in August 2013, with locations in San Francisco, Redwood City, Mountain View, Palo Alto and San Jose. There are

currently 350 bicycles and 35 stations in San Francisco under a pilot program. This system is intended to provide Bay Area residents and visitors with an additional transportation option for getting around the region. Similar to car sharing, this system is a membership based system of short-term bicycle use. Membership duration is flexible and can be annual, three-day, and daily. A daily or three-day membership can be purchased from any station using a credit or debit card. Annual membership can be purchased from the Bay Area Bike Share system website. Trips under 30 minutes are generally free. The nearest Bay Area Bike Share station in proximity to the project site is located at the intersection of Market and Tenth Streets (20 bicycle spaces), approximately 0.46 miles from the project site.<sup>9</sup>

According to the Western SoMA PEIR, the bicycle trips from the Western SoMA plan area would not increase to such a degree that a substantial increase in conflicts and collisions would be anticipated when compared to existing conditions and thus, would have less-than-significant bicycle impacts. However, the PEIR states that conflicts with vehicles using parking garage driveways along bicycle routes could increase and individual development projects should comply with the provisions of the *Planning Code* (see Impact TR-7 in PEIR). The sections below discuss the project compliance with the *Planning Code* and the impact of bike circulation in the vicinity of the proposed project.

#### *Bicycle Parking Code Requirements and Standards*

The City of San Francisco *Planning Code* (Section 155.2) requires that residential projects with over 100 dwelling units to provide 100 Class I bicycle parking spaces for the first 100 units and plus one bicycle parking space for every four dwelling units over 100 units. In addition, one Class II bicycle parking space should be provided for every 20 units. For proposed retail uses, one Class I bicycle parking space per 7,500 square feet of occupied floor area and one Class II bicycle parking space per 2,500 square feet of occupied floor area are required. The proposed project would include the construction of a new building with 112 dwelling units and 5,600 square feet of retail/restaurant use. Therefore, the proposed project would be required to provide 104 Class I bicycle parking spaces and eight (8) Class II bike spaces, as summarized in **Table 3**.

**Table 3 – Bicycle Parking Code Requirement**

Land Use	Class I		Class II	
	Code	Required Spaces	Code	Required Spaces
Residential				
1 to 100 units	1 per 1 unit	100	1 per 20 units	6
101 and more	1 per 4 units	3		
Retail/Restaurant	1 per 7,500 gsf	1	1 per 2,500 gsf	2
<b>Total</b>		<b>104</b>		<b>8</b>

Source: San Francisco General Plan and Planning Code Amendments for Bicycle Parking, May 9, 2013.

Note: gsf indicates gross square feet

The proposed project would include a total of 112 bicycle parking spaces on site, comprised of 104 Class I bicycle parking spaces and eight (8) Class II bicycle parking spaces. These parking spaces would be located in the underground parking garage (45 spaces) and immediately north of the auxiliary entrance

<sup>9</sup> Information on Bay Area Bike Share Program provided online at: <https://bayareabikeshare.com/>; accessed April 2014.



from Folsom Street on the ground floor (59 spaces). Therefore, the project would exceed *Planning Code* requirements for bicycle parking spaces.

### *Bicycle Circulation*

The project site is located within bicycling distance of office, retail and restaurant uses in neighboring areas. As previously described, there are two designated bicycle routes in proximity to the project site (i.e., Route 30 on Folsom and Howard Streets and Route 23 on Seventh and Eighth Streets). Therefore, it is anticipated that a substantial portion of the 76 p.m. peak-hour trips made through other modes would be bicycle trips. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety concerns.

Based on the existing bicycle network located within the project vicinity, it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project would be accommodated by existing bicycle network facilities. In addition, the proposed project would provide more than the Code-required number of Class I and Class II bicycle parking spaces to accommodate anticipated demand. In addition, the existing bicycle rack along Folsom Street, adjacent to the project site, would not be removed as a part of the proposed project. Providing these bicycle parking amenities in a location near bicycle routes that provide access to various regions of the city may result in a mode shift toward cycling. The proposed project would not introduce any design features that would eliminate or impede access to existing bicycle routes in proximity to the project site.

It is noted that although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this anticipated increase would not be substantial enough to create potentially hazardous conditions for bicyclists. The proposed driveway and loading area would be located on Rausch Street, which is not a designated bicycle route, therefore potential conflicts between bicyclists and vehicles would be reduced. The proposed project would not otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. Considering all of the above, the proposed project would not result in significant bicycle impacts that were not identified in the Western SoMa PEIR and the bicycle impacts would be less-than-significant.

While bicycle conditions would be acceptable under the proposed project, improvement measures could be implemented to further reduce these less-than-significant impacts. Project Improvement Measure 1: Implement Travel Demand Management (TDM) Measures would reduce single-occupancy driving to/from the project site, identify a TDM coordinator to implement/operate TDM measures, and provide residents/visitors with transportation resources/information (e.g., transit maps, bicycle route map, posted transit information, and provide a fleet of bicycle onsite for patrons). Therefore, the proposed project would result in less-than-significant impacts related to bicyclists. Further, with the implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

The proposed project would not substantially contribute to cumulative bicycle circulation or conditions in the project area. Bicycling trips in the area may increase between the completion of the project and the cumulative scenario due general growth in the area. In particular, the proposed project would be designed to provide adequate points of access to private and public bicycle parking and would be designed to reduce any potential conflicts with private cars and delivery/freight vehicles accessing the loading zone. Additionally, the proposed project would not reduce access to the bicycle routes along Folsom Street and Howard Street (Route 30) and along Seventh Street and Eighth Street (Route 23), and

these facilities would be able to accommodate any potential increase in bicycling trips over time, and such an increase would not reach a level that would create potentially hazardous conditions for bicycles.

As described above, under cumulative conditions, there is a projected increase in vehicles at intersections in the vicinity of the proposed project, which may result in an increase in vehicle-bicycle conflicts at intersections in the study area. Although there would be a general increase in vehicle traffic that is expected through the future conditions, the proposed project would not create potentially hazardous conditions for bicycles or otherwise interfere with bicycle accessibility to the project site and adjoining areas, or substantially affect the bicycle routes on Folsom, Howard, Seventh, and Eighth Streets.

The estimated increase in bicycle trips associated with the proposed project would be accounted for in the travel demand analysis presented and analyzed in the PEIR and thus, would not have a substantial effect on nearby bicycle facilities under cumulative conditions. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR. Therefore, the proposed project would result in less-than-significant cumulative impacts related to bicycle facilities or to users of such facilities.

In light of the above, the proposed project would result in less-than-significant impacts related to bicycles.

### **Loading**

There are three on-street unmetered yellow loading spaces - along the east side of Rausch Street between Folsom and Howard Streets, including one space adjacent to the existing warehouse on-site and two spaces north of the parking lot. There is also an on-street loading space provided along the south side of Folsom Street between Hallam Street and Langton Street, across from the project site.

The evaluation of loading impacts, as presented in the Western SoMA PEIR, was specific to individual development projects and provided an overall comparison of proposed loading space supply to the Planning Code requirements and discussed the extent to which the estimated daily and peak-hour loading demand would affect loading conditions throughout the Plan area. Based on the development assumed under the Western SoMa PEIR, the Plan would generate about 487 delivery and service vehicle trips per day and a demand of about 28 loading spaces during the peak hour of loading activities.

Because it is expected that individual developments associated with the Plan would include off-street loading spaces consistent with *Planning Code* requirements, the loading demand generated by these developments would be accommodated within the combination of proposed off-street spaces, and existing and new on-street loading spaces. Therefore, loading impacts would be less than significant.

However, the PEIR did state that the proposed transportation improvements (e.g., construction of sidewalk extensions, bulbouts) within the Plan Area, specifically along Folsom Street, could affect existing yellow commercial vehicle loading/unloading zones. To improve loading conditions along Folsom Street and reduce potential loading impacts to a less-than-significant level, the PEIR identified feasible mitigation measures to reduce the project loading impacts along Folsom Street (Mitigation Measure M-TR-4). This measure would be applicable to any removal of yellow commercial vehicle freight loading spaces due to planned transportation improvements and that project sponsors of individual projects within the Project Area shall coordinate with SFMTA to install new loading spaces (of equal length), on the same block and side-of-the-street at locations where yellow commercial vehicle loading

spaces are removed. Such measures would reduce loading impacts along Folsom Street to a less-than-significant level.

Although the proposed project would be located along Folsom Street, the proposed streetscape plans (see Section 2.4) would not result in the permanent removal and/or modification of any existing commercial loading spaces along Folsom Street. There are no existing loading spaces along the north side of Folsom Street adjacent to the project site and the proposed project would not seek approvals from SFMTA to designate this curbside space for commercial loading (spaces are proposed align the east side of Rausch Street). There is an existing on-street commercial loading space located along the south side of Folsom Street, between Hallam and Langton Streets, across from the project site. Therefore, Mitigation Measure M-TR-4, as identified in the PEIR, would not be applicable to the proposed project.

#### *Loading Code Requirements and Standards*

The San Francisco *Planning Code* (Section 152.1) requires residential buildings greater than 100,000 gsf, but less than 200,000 gsf, to provide one off-street loading space. For retail/restaurant use, no off-street loading space is required for buildings under 10,000 gross square feet. The proposed project would include the construction of a new building with approximately 103,000 square feet of residential use and 5,600 square feet of retail/restaurant use. Therefore, the proposed project would be required to provide a total of one (1) off-street loading space with a minimum width of 12 feet, a minimum length of 35 feet, and a minimum vertical clearance (including entry and exit) of 14 feet.

The proposed project would not provide any off-street loading space on the site. Therefore, it would not meet the minimum *Planning Code* requirement. The Project Sponsor would seek a Conditional Use Authorization (CUP) from the off-street loading space requirement to remain consistent with the *Planning Code*. It is noted that there is an existing on-street loading space located adjacent to the existing warehouse on the project site, which would remain. Additionally, there are two commercial parking spaces immediately north of the project site (near the intersection of Rausch and Howard Streets, about 0.1 miles [250 feet]).

The proposed project would generate a demand for up to two freight loading spaces during the peak hour. During the midday period observation, only one of the three loading spaces discussed above and near the project site was occupied and the two remaining spaces were available. Therefore, the peak loading demand for the proposed project could be met with existing on-street loading and other parking spaces, if available.

The Project Sponsor is proposing a 40-foot-long white passenger loading/unloading zone for its small restaurant land use and residential use, which is subject to SFMTA approval. The proposed passenger loading/unloading zone would also permanently remove the existing 45-foot-long commercial loading zone along the east side of Rausch Street; these spaces would be converted to regular, unmetered on-street parking for the general public (per SFMTA approval).

The project would generate 24 daily loading trips, which equates to a demand for approximately two loading spaces for an average peak hour. Although the proposed project would not provide any off-street loading space, the loading activities associated with deliveries to the site are expected to be accommodated at the two existing commercial loading spaces near the intersection of Rausch and Howard Streets (north of the site), or within the existing on-street loading space on the south side of Folsom Street, between Hallam and Langton Streets (south of the project site). The proposed project

would have sufficient street frontages along Rausch Street or Folsom Street to accommodate the necessary loading demand.

### **Emergency Vehicles**

The nearest fire station from the project site is Fire Station No. 1 located at 935 Folsom Street, about 1,700 feet east of the project site. Because Folsom Street runs one-way eastbound only, emergency vehicle access to the project site would occur via Howard Street westbound, Eighth Street southbound, and Folsom Street eastbound. There is one curb cut along the east side of Rausch Street that currently provides access to the project site for emergency vehicles. There is an existing fire hydrant on the northwest corner of the intersection of Folsom Street and Langton Street.

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicle access to the project site would not be substantially different from the existing conditions. Emergency vehicles would continue to use major access roads such as Seventh, Howard, Eighth, and Folsom Streets to access the site. Furthermore, although the proposed project would generate additional traffic to the area, such an increase in vehicles would not impede or hinder the movement of emergency vehicles in the project area, for example from the neighboring fire station (Fire Department Fire Station No.1). Therefore, the project's impacts to emergency access would be consistent with the *Western SoMa Plan PEIR* program-level analysis and the proposed project impacts to project-specific emergency vehicle access would be similar to existing conditions. The proposed project would therefore not adversely affect emergency vehicle access to the project site, thus would have less-than-significant impacts related to emergency vehicles.

### **Parking**

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

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

The proposed project meets each of the above three criteria and thus, the adequacy of parking in determining the significance of project impacts under CEQA would not be considered.<sup>10</sup> The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, a parking demand analysis is provided for informational purposes.

Field reconnaissance of existing parking conditions was conducted on March 27, 2014 within the study area bounded by Mission Street to the north, Sixth Street to the east, Bryant Street to the south, and Ninth

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<sup>10</sup> Transit-Oriented Infill Project Eligibility Checklist for 1140 Folsom Street, July 11, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0986E.

Street to the west. No counts of on-street and off-street parking supply or occupancy were conducted. The following provides the results of field observations and qualitative analysis of existing parking conditions in the vicinity of the project site.

#### *Off-Street parking*

There are no off-street public parking facilities (lots/garages) within the study area. There are a number of private parking facilities in the area that currently serve the office and commercial uses in the area, but these parking spaces are not available for public use. As previously mentioned, the project site currently contains a 67-space surface parking lot. This parking lot is privately-owned and operated, and on-site parking spaces are not available to the general public.

#### *On-Street parking*

On-Street parking is generally provided on both sides of streets within the study area, except for Seventh Street between Mission Street and Folsom Street and at the mid-block one way alleys (Rausch and Langton streets) where there are usually parking on only one side of the street. On-street parking spaces located north of Folsom Street are generally metered, and most remaining curb spaces in the study area include unmetered parking. During the morning peak commute period (generally 7:00 a.m. to 9:00 a.m.), tow-away regulations are in effect along both sides of Sixth Street between Howard and Brannan Streets on the west side and between Folsom and Bryant Streets on the east side, and the south side of Mission Street. During the PM peak period, tow-away regulations are in effect along both sides of Sixth Street between Howard and Brannan Streets on the west side and between Folsom and Bryant Streets on the east side, and along both sides of Mission Street in the study area.

The project site is located within the Residential Parking Permit (RPP) "U" area, which restricts on-street parking to a one-hour period between 8:00 a.m. and 10:00 p.m. unless an RPP "U" permit is displayed, in which case there is no time limit enforced. During field observations, on-street parking spaces were observed to be generally occupied during the weekday midday (1:00 p.m. to 3:00 p.m.) and evening periods (4:00 p.m. to 6:00 p.m.), with some limited availability on most blocks.

According to Western SoMA PEIR, the parking demand from the Plan Area would exceed parking supply. The PEIR anticipates that individual development projects in the Plan Area would be required to comply with the *Planning Code* requirements for parking, including the number of parking spaces, provision of car-share spaces, and the separation of parking costs from housing costs in new residential buildings.

Residential and non-residential development associated with the Plan would generate a parking demand for about 8,127 vehicle parking spaces, including a residential demand for 3,633 spaces, and a non-residential demand of 4,494 spaces; the Plan would generate a total parking demand of about 8,127 vehicle parking spaces. Based on the proposed zoning, development in the Plan Area could be expected to create about 4,300 new off-street parking spaces. Therefore, under the Plan, there would be an unmet demand of approximately 3,800 parking spaces.

Because of the estimated shortfall in parking spaces, some drivers may circle around the neighborhood in search of parking, which would increase traffic congestion on the local street network. The expectation is also that some drivers, frustrated by the shortage of available parking, would shift to public transit or other modes (such as bicycling), while others would search out alternative parking within reasonable distance of their destination. For non-residential development, it is anticipated that the parking demand would be substantially accommodated within the permitted parking supply associated with the

development, and on street metered parking spaces. Furthermore, the PEIR states that appropriate, ongoing parking management strategies (e.g., *SFpark*), in combination with TDM measures, would reduce the overall parking demand within the Plan Area, reduce excessive cruising (or additional circulation as drivers search for parking) and subsequently reduce traffic congestion, and would encourage drivers to make trips during off-peak hours, utilize off-street parking facilities, discourage long-term on-street parking, and encourage the use of other modes (public transit, bicycle, walk, etc.) The PEIR did not identify any significant parking impacts associated with the Plan and no mitigation measures were recommended.

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

The absence of ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or 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 1151, 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 account for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

#### *Parking Code Requirements and Standards*

Based on the *Planning Code* Section 151.1 for RED and Folsom-NCT zone, no off-street parking would be required and parking maximums would be in effect for any land use in these zoning districts. Within the RED zone, the proposed project would be permitted up to three (3) off-street parking spaces per every four (4) dwelling units and may obtain a CUP for up to one (1) off-street parking space per dwelling unit. Within the Folsom-NCT zone, the proposed project is permitted up to one (1) off-street parking space per two (2) dwelling units, and may obtain CUP for a parking ratio of 0.75 off-street parking spaces per dwelling unit.

Therefore, for the residential use, up to 69 but no more than 97 off-street parking spaces would be allowed, and no more than four (4) off-street spaces would be allowed for the proposed retail/restaurant use. In addition, Section 155(i) of the *Planning Code* specifies that one handicapped-accessible parking



space be designated for each 25 off-street spaces provided, and Section 166 requires that one car-share parking space is provided for 50 to 200 dwelling units.

The project is proposing 88 off-street parking spaces (52 off-street parking spaces in RED zone and 36 off-street parking spaces in Folsom-NCT zone). There are 62 dwelling units within the Folsom-NCT zone and 50 dwelling units within the RED zone. In addition, there is 5,600 square feet of retail use within the Folsom-NCT zone. Therefore, the proposed project would be permitted up to 31 off-street parking spaces in NCT zone and 38 off-street parking spaces in RED zone. The project sponsor may seek a CU to obtain up to 47 spaces in NCT zone and 50 spaces in RED zone. Therefore, a CU would be required to provide the proposed 88 parking spaces.

The project is proposing a total of 88 off-street parking spaces for residential and retail use, including three handicap-accessible parking spaces and one car-share parking space. Given this, the project sponsor would seek approval for a conditional use to provide the additional 18 off-street parking spaces which exceeds the permitted number of off-street parking spaces (69 spaces). In compliance with the *Planning Code*, no off-street parking spaces would be provided for retail/restaurant use.

#### *Parking Demand and Parking Supply*

**Table 4** compares the estimated parking demand for the proposed project to the proposed parking supply. The proposed project would generate a demand for approximately 191 parking spaces, while there would be 88 off-street parking spaces provided on site. As a result, there would be an unmet parking demand of approximately 103 spaces.

**Table 4 – Parking Supply and Demand**

Land Use	Supply	Demand	Difference
Residential	88	141	-53
Restaurant	0	50	-50
<b>Total</b>	<b>88</b>	<b>191</b>	<b>-103</b>

Source: CHS Consulting Group, 2010; SF Guidelines, 2002.

As previously described, during the weekday midday and evening hours, available parking in the vicinity of the project is generally constrained, as most on-street parking spaces were occupied. Based on the anticipated parking demand associated with the proposed project and estimated unmet demand of on-site, off-street parking, and because the proposed project would likely generate a high amount of long-term parking demand, residents and visitors of the proposed project may experience some difficulty finding available parking during the weekday midday and evening hours, as parking conditions are generally constrained, with minimal availability.

Although future residents and visitors of the proposed project would likely generate a greater parking demand in the evening hours, it is noted that the proposed project is well-served by alternative modes of transportation, including light rail and bus lines that connect to various parts of the City and to regional transit providers. The City of San Francisco'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 proposed project is located near bus stops and light rail stations along adjacent and nearby roadways approximately one to three blocks from the project site (less than 0.25 miles). Moreover, these transit

stations and stops are within one and three blocks from the project site and these buses and light rail vehicles currently operate at headways of 20 minutes or less during the weekday and none of these routes experience transit demand above their respective capacities. Further, the project site is located near two designated bicycle routes and is also located within a well-developed pedestrian network that provides access and connectivity to various other modes. Because the project area currently experiences a high level of on-street parking demand and the evident lack of off-street public parking, patrons of the proposed project may forego their private vehicles and their attempt to find parking within the project site or nearby streets or may simply choose to park farther away from the project site (outside the study area). As such, patrons could choose other modes of transportation to access the project site and such actions may offset the projected parking demand associated with the proposed project.

Lastly, in compliance with the *Planning Code* Section 167, residential parking would be required to be unbundled and sold or leased separately from dwelling units. Unbundling parking makes the cost of parking visible to households and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

It is noted that the Western SoMa PEIR did not identify any significant parking impacts and no mitigation measures were recommended. Because the proposed project would include an off-street parking garage (with more than 20 spaces), the proposed project would be subject to conditions of approval set forth by the San Francisco Planning Department to specifically address the monitoring and abatement of queues. As such, implementation of Project Improvement Measure 2: Monitoring and Abatement of Queues would reduce the potential for queuing by vehicles accessing the project site by requiring monitoring of the project access driveway on Rausch Street, and if a recurring queue occurs, the Project Sponsor/Property Owner shall employ abatement methods as needed to abate the queue.

<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—Would the project:</b>				
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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Western SoMa PEIR noted that implementation of the Community Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses requires a detailed analysis of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA<sup>11</sup> ( $L_{dn}$ <sup>12</sup>), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses requires a noise analysis for new residential development and development that includes other noise-sensitive uses in order to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. The proposed project would construct a new six-story residential mixed-use building—a noise sensitive use—in an area where traffic-related noise exceeds 60 dBA ( $L_{dn}$ ). Accordingly, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24.<sup>13</sup>

Mitigation Measure M-NO-1d: Open Space in Noisy Environments requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space. As the project proposes a noise-sensitive use with provision of rear open space, Mitigation Measure M-NO-1d would apply to the project, and is detailed as Project Mitigation Measure 3 on pages 45-54.

Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between

<sup>11</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>12</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

<sup>13</sup> Charles M. Salter Associates, Inc. *99 Rausch Street Residences Environmental Noise Study CSA Project 14-0147*. Acoustical Analysis. March 21, 2014. This report is available for review as part of Case No. 2013.0986E.

existing sensitive receptors and new noise-generating uses. The project does not include noise-generating uses, thus Mitigation Measure M-NO-1c is not applicable to the project.

Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of an existing one-story industrial building and construction of a new six-story mixed-use building, and therefore, would contribute to construction-related noise impacts. Since installation of a Mat slab style foundation would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project. However, the project would be subject to Mitigation Measures M-NO-2a—detailed under Project Mitigation Measure 4—in order to reduce these impacts to a less-than-significant level.

In addition, all construction activities for the proposed project (occurring over the course of approximately 20 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA<sup>14</sup> ( $L_{dn}$ <sup>15</sup>) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 20 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 20 months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

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<sup>14</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>15</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

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

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

<b>Topics:</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in PEIR</b>
<b>6. AIR QUALITY—Would the project:</b>				
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 Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce impacts to a less-than-significant level.

**Criteria Air Pollutants**

The Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB) 2011 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines)<sup>16</sup> provide screening criteria for determining whether a project’s criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, then the lead agency or applicant does not need to perform a detailed air quality assessment of the proposed project’s air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project would

<sup>16</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

meet the screening criteria provided in the BAAQMD Air Quality Guidelines for construction and operational criteria air pollutants. Therefore, Mitigation Measure M-AQ-6 does not apply.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 395 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project. However, this has been identified as Project Improvement Measure 2 to further reduce any criteria air pollutants resulting from project-generated vehicle trips.

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

### Health Risk

For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City in which there are additional health risks for affected populations (“Air Pollutant Exposure Zone”). The Air Pollutant Exposure Zone was identified based on two health based criteria:

- (1) Excess cancer risk from all sources > 100 per one million persons; or
- (2) PM<sub>2.5</sub><sup>17</sup> concentrations from all sources including ambient >10µg/m<sup>3</sup>.<sup>18</sup>

Sensitive receptors<sup>19</sup> within the Air Pollutant Exposure Zone are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside the Air Pollutant Exposure Zone. These locations (i.e., within the Air Pollutant Exposure Zone) require additional consideration when projects or activities have the potential to emit TACs, including DPM emissions from temporary and variable construction activities.

Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors requires projects siting sensitive receptors in areas of poor air quality to incorporate upgraded ventilation systems with filtration equivalent to MERV-13 in order to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The proposed project would include

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<sup>17</sup> PM<sub>2.5</sub> is defined as particulate matter less than 2.5 micrometers in diameter, often called “fine” particles.

<sup>18</sup> A microgram per cubic meter (µg/m<sup>3</sup>) is a derived System International measurement unit of density—measuring volume in cubic meters—used to estimate weight or mass in micrograms.

<sup>19</sup> The BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

construction of a 112-unit residential building—considered a sensitive land use—in an Air Pollutant Exposure Zone. Therefore, Mitigation Measure M-AQ-3 has been identified as Project Mitigation Measure 5, and is detailed on pages 45-54. Compliance with this mitigation measure would result in less-than-significant air quality impacts on sensitive receptors. The project sponsor has agreed to implement Project Mitigation Measure 5.

M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards requires projects proposing construction in areas of poor air quality to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Mitigation Measure M-AQ-7 requires, among other things, diesel equipment to meet a minimum performance standard (all engines greater than 25 horsepower must meet Tier 2 emissions standards and be equipped with a Level 3-verified diesel emissions control strategy). The project site is located within an identified Air Pollutant Exposure Zone, and construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately 20 months, and diesel-generating equipment would be required for the duration of the project’s construction phase. Therefore, the proposed project’s temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measure M-AQ-7 is applicable to the proposed project, and is detailed under Project Mitigation Measure 6 (see pages 45-54). Compliance with this mitigation measure would result in less-than-significant air quality impacts from construction vehicles and equipment. The project sponsor has agreed to implement Project Mitigation Measure 6.

Mitigation Measures M-AQ-4: Siting of Uses that Emit PM2.5 or DPM and Other TACs requires analysis of operational emissions for new development that would generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources. The proposed project would neither generate substantial levels of TACs, nor would it include installation of equipment that would generate substantial levels of TACs. Therefore, Mitigation Measure M-AQ-4 does not apply.

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the Western SoMa PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
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 Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG

emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

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

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on GHG emissions beyond those analyzed in the Western SoMa PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>8. WIND AND SHADOW—Would the project:</b>				
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 Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant wind impacts. The proposed 65-foot-tall mixed-use residential building would be similar in height to existing buildings in the area. The project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind.



**Shadow**

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

The proposed project would demolish an existing 25-foot-tall commercial building and construct a six-story, approximately 65-foot tall mixed-use residential building that would step down to 40 feet along Rausch Street; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks<sup>20</sup> which demonstrates shadow effects in the absence of intervening buildings on the block. The shadow fan analysis determined that the project could cast shadows on the Howard & Langton Mini Park Community Garden, a property owned by the San Francisco Recreation & Parks Department. Subsequent to the preliminary analysis, the project sponsor retained a shadow consultant to simulate shadow conditions within the context of intervening buildings. The simulations evaluate the potential for the project to cast shadow on the Howard & Langton Mini Park Community Garden early in the morning at and/or near the winter solstice (i.e. when shadows reach their greatest extent towards the park).<sup>21</sup> The simulations demonstrate that the project’s shadow—within the context of intervening buildings—would conclusively not reach Howard & Langton Mini Park at any time of the day over any time of the year.

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

In light of the above, the project would not contribute to the significant shadow impact identified in the Western SoMa PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>9. RECREATION—Would the project:</b>				
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"/>

<sup>20</sup> San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 1140 Folsom Street (3730/075-080)*. June 19, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0986E.

<sup>21</sup> Bennett, Charles. *Technical Memorandum: Potential Proposition K Shadow, 1140 Folsom Street/99 Rausch Street Project San Francisco, California ESA 140551*. August 9, 2014. This memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0986E.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 Western SoMa PEIR determined that implementation of the Western SoMa Community 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 were identified in the PEIR.

As the proposed project does not degrade recreational facilities and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
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 Western SoMa 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.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa 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—Would the project:</b>				
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 Western SoMa 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.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa 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—Would the project:</b>				
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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 discussed in the Western SoMa PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would involve demolition of an existing 25-foot-tall commercial building, and therefore would contribute to this significant impact. However, the project would be subject to Mitigation Measures M-BI-1a and M-BI-1b requiring pre-construction special-status bird and bat surveys to be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measures M-BI-1a and M-BI-1b are detailed on pages 45-54 as Project Mitigation Measures 7 and 8 respectively.

As the proposed project includes the above mitigation measures and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

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

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

The proposed project would involve excavation to a depth of approximately 12 feet in an area of liquefaction potential—designated as a Seismic Hazards Study Zone (SHSZ) by the California Division of

Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. As such, a geotechnical report was prepared for the project.<sup>22</sup> The project sponsor would be required to adhere to the recommendations contained in the report.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Therefore, potential damage to structures from geologic hazards such as landslide hazards and seismic stability of the project site would be addressed through the DBI requirement for a geotechnical or other subsurface report and review of the building permit application pursuant to its implementation of the Building Code.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

<b>Topics:</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in PEIR</b>
<b>14. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
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"/>

<sup>22</sup> H. Allen Gruen, Geotechnical Engineer. *Report Geotechnical Investigation: Planned Development at 1140 Folsom Street San Francisco, California*. Geotechnical Report. December 8, 2013. This report is available for review as part of Case No. 2013.0986E.

<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>
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 Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The existing lot is entirely covered by impervious surfaces and the proposed buildings and patio areas would fully occupy the project site. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, which in turn would increase the amount of runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa 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>15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</b>				
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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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"/>

The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires.

**Hazardous Building Materials**

The proposed project would involve demolition of the existing 25-foot-tall commercial building on the project site, which was built circa 1946. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the project would be required to implement Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as Project Mitigation Measure 9 (detailed on pages 45-54) before demolition of the existing structure, which would reduce potential impacts related to hazardous building materials to a less-than-significant level.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous building materials.

**Handling of Potentially Contaminated Soils**

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that



sponsors for projects that disturb more than 50 cubic yards of soil 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. Mitigation Measure M-HZ-3 of the Western SoMa PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project is located on the Maher Map<sup>23</sup> and would excavate up to 12 feet below grade and disturb over 50 cubic yards of soil. 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 groundwater 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 has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.<sup>24</sup> The Phase I found no evidence of the presence or likely presence of any hazardous substances or petroleum products that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water. The Phase I did not find any physical or documentary evidence of any use, storage or disposal of any chemicals, hazardous materials, reportable substances or hazardous waste at the site. No Recognized Environmental Concerns are associated with the property and none were identified in the nearby areas.

Pursuant to compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous soil and/or groundwater.

Therefore, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>16. MINERAL AND ENERGY RESOURCES— Would the project:</b>				
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"/>

<sup>23</sup> The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater.

<sup>24</sup> Harris & Lee Environmental Sciences, LLC. *All Appropriate Inquiry-Phase I Environmental Site Assessment: 1140 Folsom Street and 69-71 Summer Street, San Francisco, CA 94103*. Phase I Environmental Site Assessment. March 30, 2013. This report is available for review as part of Case No. 2013.0986E.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa PEIR.

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

The Western SoMa PEIR determined that no agricultural or forest resources exist in the Plan Area; therefore the Western SoMa Community Plan would have no effect on agricultural and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

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## MITIGATION MEASURES

### **Project Mitigation Measure 1 – Archeological Testing Program**

Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

- A. *Consultation with Descendant Communities.* On discovery of an archeological site<sup>25</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>26</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate

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<sup>25</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>26</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

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

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

- a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
  - b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.
- C. *Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:
- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
  - The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

- *Final Report.* Description of proposed report format and distribution of results.
  - *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- E. *Human Remains and Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.
- F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

### **Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources**

This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO

with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.

**Project Mitigation Measure 3 – Open Space in Noisy Environments.** To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required

under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.

**Project Mitigation Measure 4 - General Construction Noise Control Measures.** To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and



enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

**Project Mitigation Measure 5 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors.** Prior to receipt of any building permit, the project sponsor shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meet the MERV-13 performance standard identified in this measure.

*Maintenance Plan.* Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.

*Disclosure to Buyers and Renters.* The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

**Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards.**

*Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
  - a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
  - b) All off-road equipment shall have:
    - i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, *and*
    - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>27</sup>
  - c) Exceptions:
    - i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is

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<sup>27</sup> Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

- ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE A1  
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE\***

Compliance Alternative	Engine Emission Standard	Emissions Control
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 requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

\*\*Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs

- shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
  4. 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. Off-road equipment descriptions and information 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: 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, reporting shall indicate the type of alternative fuel being used.

The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

**Project Mitigation Measure 7 – Pre-Construction Special-Status Bird Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

**Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

**Project Mitigation Measure 9 – Hazardous Building Materials Abatement.** The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

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## IMPROVEMENT MEASURES

**Project Improvement Measure 1: Monitoring and Abatement of Queues.** As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Rausch or Folsom Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the Rausch Street sidewalk or travel lane on Rausch Street, or along Folsom Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.

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

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

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

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days.

The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

**Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.** The Project Sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The Project Sponsor has agreed to implement the following TDM measures:

**Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

**Provide Transportation and Trip Planning Information to Building Occupants:**

- o *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, 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 materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, 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 materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.
- o *Posted and real-time information:* A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.

**Bicycles**

- *Fleet*: Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants.
- *Bay Area Bike Share*: Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage.

### **Car-Share**

Increase the number of on-site car-share parking spaces to full optional requirements as described in Planning Code Section 166(g).

### **City Access for Data Collection:**

As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff.

**Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway.** As an improvement measure to reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street, the project sponsor shall install visual and/or audible notifications (alarms) to alert pedestrians of vehicles traveling in and out of the underground parking garage.

**Project Improvement Measure 4: Coordination of Move-in/Move-Out Operations and Large Deliveries.** To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Rausch Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Rausch Street. Curb parking on Rausch Street shall be reserved through SFMTA or by directly contacting the local 311 service.

**Project Improvement Measure 5: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.** Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

As required, the project sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor would be required to coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

**Project Improvement Measure 6: Construction Management Plan Additional Measures.** In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

- *Carpool and Transit Access for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.