



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: **2013.1281E**
Project Title: **1335-1339 Folsom Street**
Zoning/Plan Area: NCT (Folsom Street Neighborhood Commercial Transit) District
 65-X Height and Bulk District
 Western SoMa Community Plan
Block/Lot: 3519/063 and 064
Lot Size: 5,700 square feet
Project Sponsor: Tomas Janik, Realtex Condominiums LLC
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PROJECT DESCRIPTION

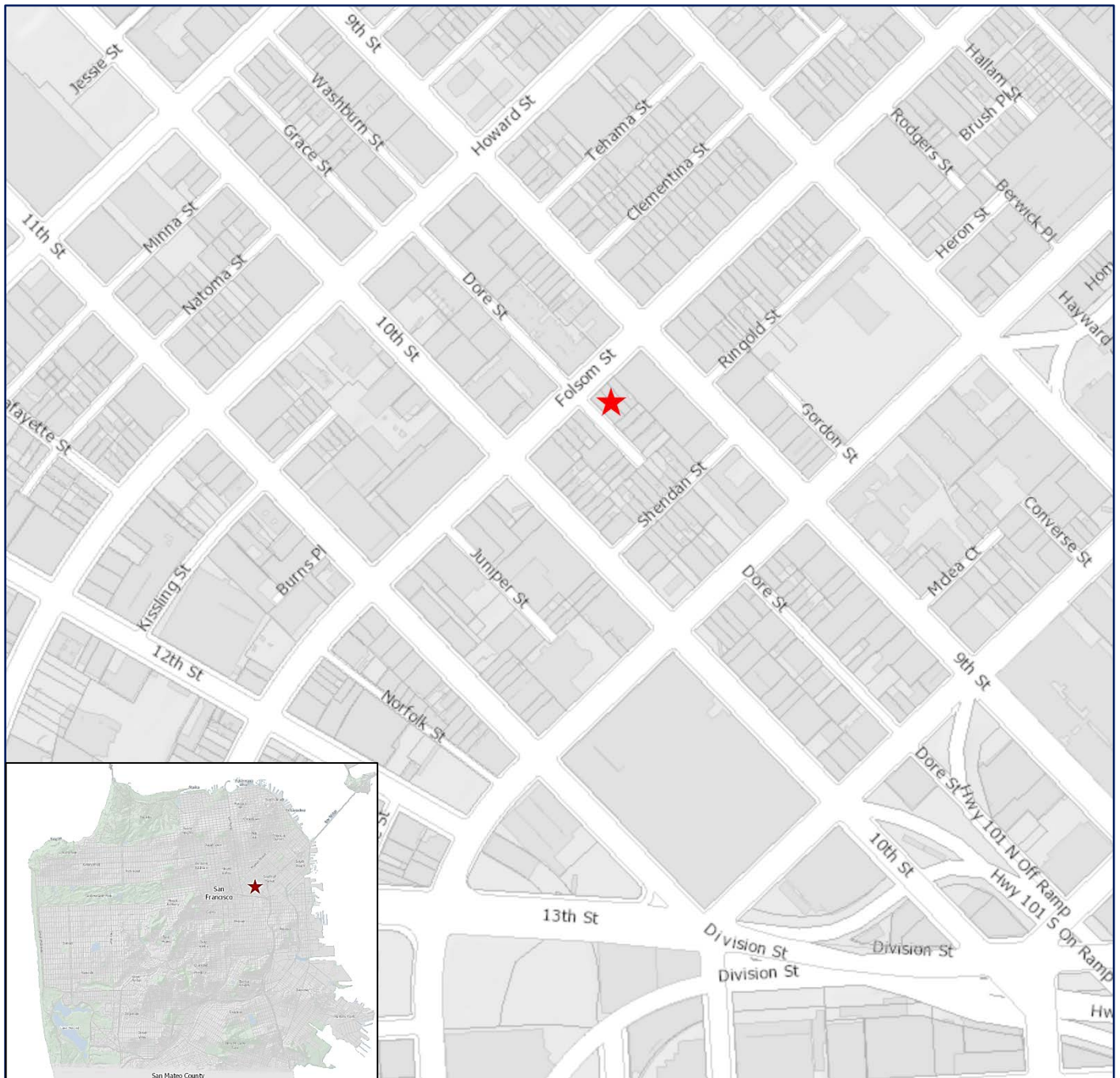
Project Location and Site Characteristics

Western SoMa is located between Market Street and Interstate 80, north of the U.S. 101 elevated exit toward Octavia Boulevard. The project site consists of two contiguous rectangular parcels (Assessor’s Block 3519, Lots 063 and 064) in the City’s South of Market (SoMa) neighborhood and Western SoMa Plan Area with frontages along both Folsom Street and Dore Street. (See Figure 1) The 5,700 square-foot (sf), generally flat, project site is located on a block bounded by Folsom Street to the north, Ninth Street to the east, Harrison Street to the south, and Tenth Street to the west.¹ The project site is within the Folsom Street Neighborhood Commercial Transit (NCT) Use District and within the 65-X Height and Bulk District. Folsom Street, which borders the project site along the north, is a three-lane, one-way street, with an eastbound bicycle lane and two parking lanes. On the south side of Folsom Street, adjacent to the project site is a 50-foot-long commercial loading zone (approximately two spaces). Dore Street, which is a narrow alley that runs along the project’s western façade and terminates on the project block, accommodates two-way traffic, with a parking lane along the west side of the alley.

The project site is currently occupied by a two-story, approximately 10,000-square-foot (sf) commercial (Kung’s Trading Company) building constructed in 1923.² The existing commercial building has frontage along Folsom Street and Dore Street (alley). The commercial building has no off-street parking spaces. Two loading doors and related curbcuts are located on the east side of the building on Dore Street. The primary pedestrian entrance to the building is on the northwest corner of the building, on the corner of Dore and Folsom Streets. No trees or landscaping currently exist on the project site or along the adjacent sidewalks.

¹ In the South of Market area, streets that run in the northwest/southeast direction (such as numbered streets) are generally considered north-south streets, whereas streets that run in the southwest/northeast direction (such as names streets) are generally considered east-west streets. This convention is used throughout this document.

² Existing use information provided by the project sponsor. The last Tax Assessor’s record, from 2013, indicates a one-story, 5,700 sf building. The useable area within the existing building would not alter the environmental review conclusions.



Source: San Francisco Planning Department, 2015
NOT TO SCALE

Figure 1: Project Site Location

Project Setting

To the east, the project site is bordered by a two-story single-family residential building along the Folsom Street frontage. To the south, the project site is bordered by a three-story-over-garage six-unit multi-family residential building. To the north, across Folsom Street, is a six-story, mixed-use residential building. A three-story mixed-use residential/retail building is located across Dore Street from the project site. Generally, land uses in the project vicinity are multi-family residential, light industrial (associated with automotive repair and similar uses), and retail (including bars, a glass shop and restaurants). Buildings in the project vicinity generally range from two to six stories in height and exhibit a highly diverse visual character, with early 20th century commercial and residential buildings interspersed with newly constructed buildings. The elevated I-80 freeway runs in a north-south direction approximately two blocks (approximately 2000 feet) to the southeast of the project site.

The project block spans several zoning districts: the project site as well as parcels to the east are zoned Folsom Street Neighborhood Commercial Transit (Folsom Street NCT); parcels immediately to the south and north of the Folsom Street NCT district are zoned Residential Enclave District (RED); while the remainder of the project block and other areas in the project vicinity are zoned Regional Commercial District (RCD). The RED district emphasizes housing and limited commercial uses, while the Folsom Street NCT and RCD districts allow for neighborhood-serving commercial uses, residential, light industrial and other uses.

Project Characteristics

The proposed project would demolish the existing structure on the site and construct a 30,405 sf, six-story, 65-foot-tall, mixed-use residential building. The mechanical equipment and elevator penthouses would extend up to 75 feet above ground level. The approximately 21,260 sf of residential area would consist of 53 single-room occupancy (SRO) dwelling units located on all floors and four hotel rooms (960 sf) located on the fourth and fifth floors.³ The proposed 360 to 395 sf SRO units would include bathrooms and kitchens and the hotel rooms would be 240 sf in size. The proposed project is subject to the Inclusionary Affordable Housing Program requirements, and would provide approximately 12 percent of the unit total, or six units, of on-site affordable housing.

Additionally, the project would include approximately 660 sf of ground floor commercial space along Folsom Street. The remainder of the building square footage consists of approximately 1,635 sf of bicycle parking areas and 6,850 sf of utility, circulation, and shared residential amenity areas. Similar to the existing commercial building, no basement level or off-street parking spaces are proposed with the new mixed-use building. The two existing curb cuts along Dore Street would be removed and the curb would be leveled out to the existing sidewalk elevation. The project would include 55 Class I bicycle parking spaces (53 residential spaces, one retail and one hotel space) located on the first through third floors (17 to 19 at each level) and seven Class II bicycle parking spaces on Folsom Street.⁴ (See Figure 2 and Figure 3)

³ Under Planning Code Section 890.88 (c), a Single Room Occupancy (SRO) unit is defined as "A dwelling unit or group housing room consisting of no more than one occupied room with a maximum gross floor area of 350 square feet...The unit may have a bathroom in addition to the occupied room. As a dwelling unit, it would have a cooking facility and a bathroom. As a group housing room, it would share a kitchen with one or more other single room occupancy unit/s in the same building and may also share the bathroom." The proposed units are individual dwelling units (not group housing).

⁴ Bikeways are classified as Class I, Class II, or Class III facilities. Class II bikeways are bike lanes striped within the paved areas of roadways while Class III bikeways are signed/designated bike routes that allow bicycles to share travel lanes with vehicles.

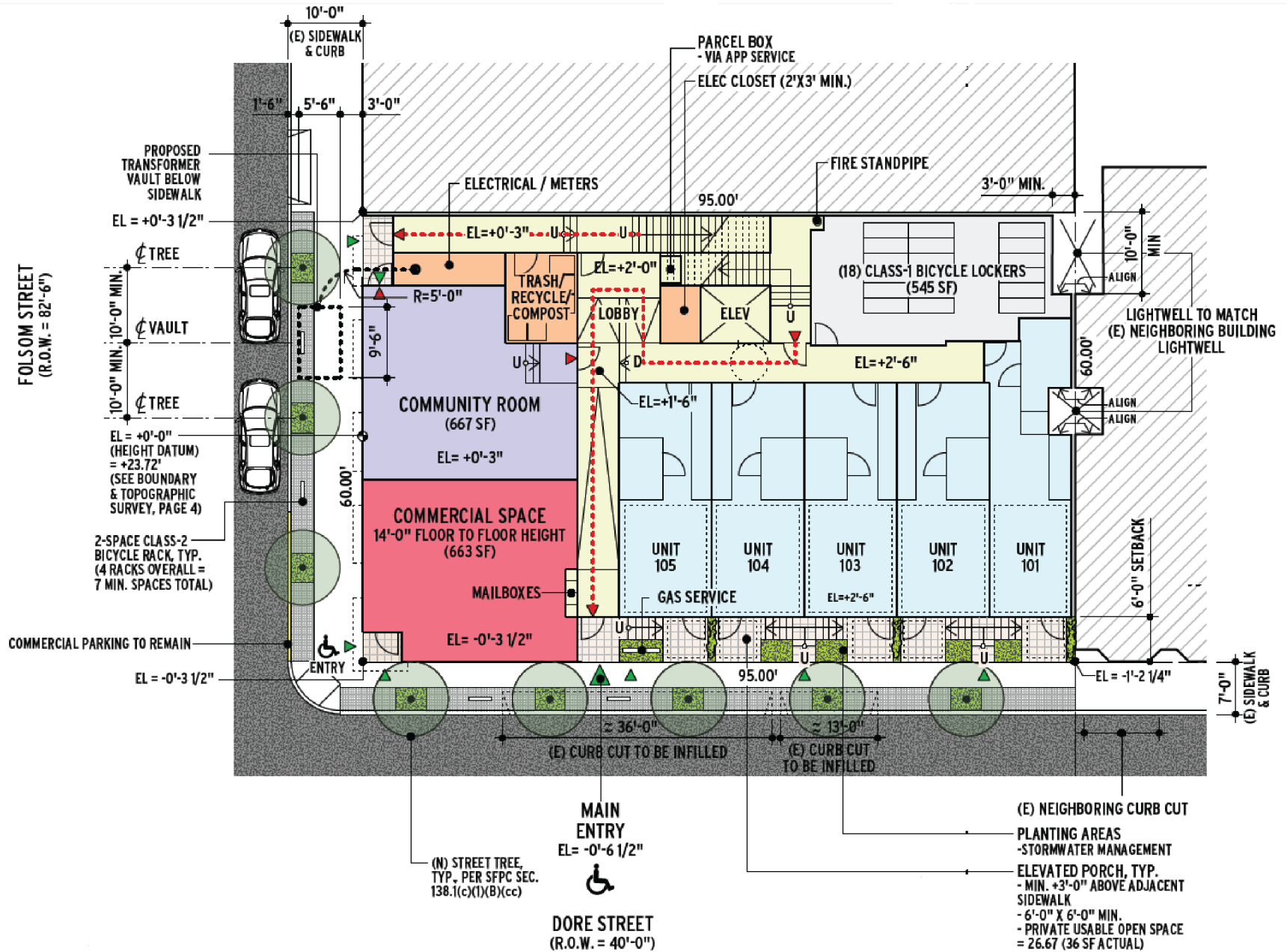


Figure 2 - Site/Ground Floor Plan

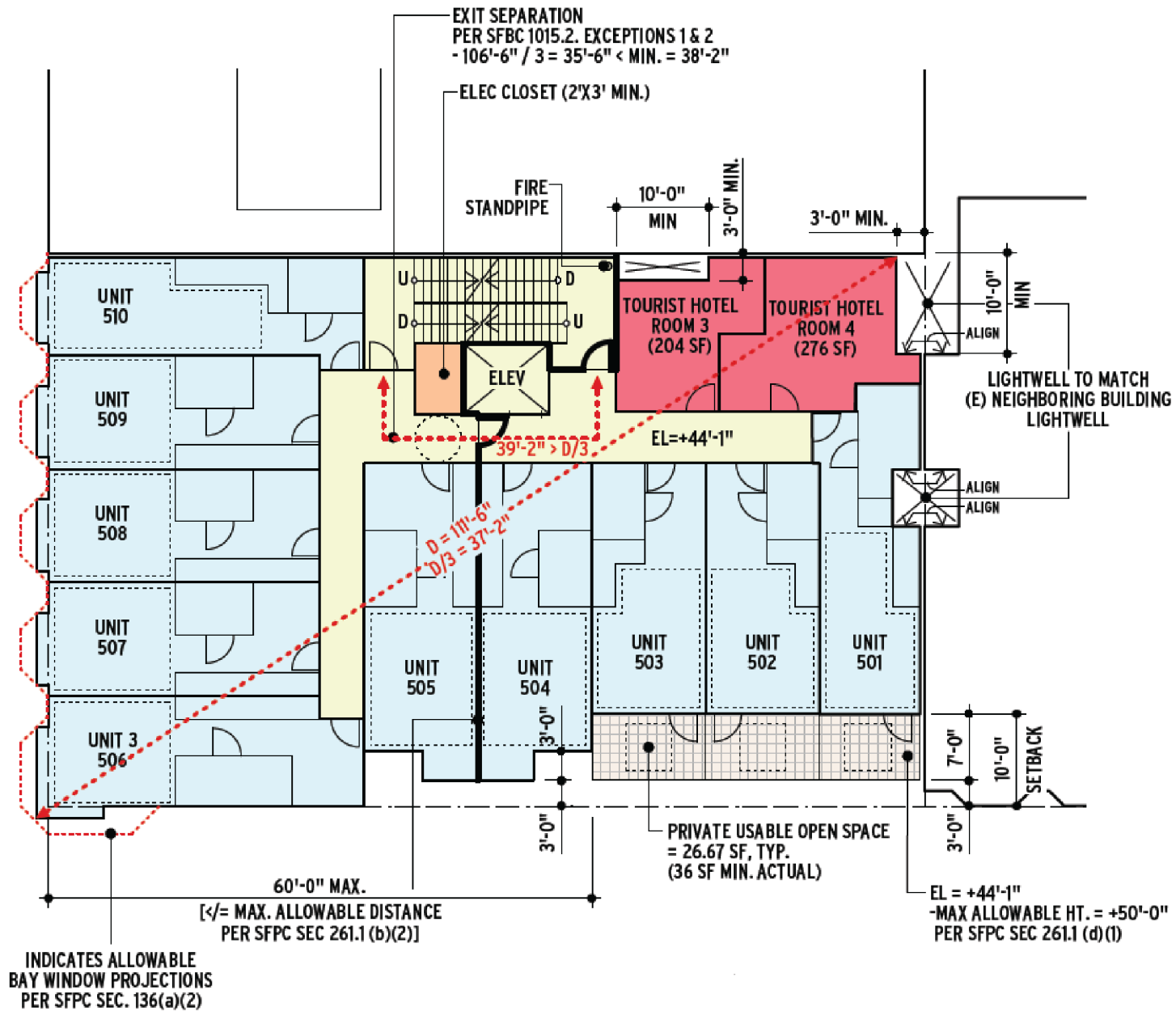


Figure 3 - Fifth Floor Plan

Approximately 1,775 sf of open space would be provided through a mix of private terraces on the First, Second, and Fifth floor units and approximately 1,400 sf of common usable open space located on the sixth floor (along Folsom Street and in the southeast corner of the building). The proposed building would occupy the entire parcel, with a set back and articulation along Dore Street to accommodate residential design elements such as stoops and planting areas. Portions of the sixth floor (at the open space areas) would also be set back along Folsom Street and at the rear southeast corner. (See Figure 4)

The main pedestrian entrance into the residential portion of the building would be on Dore Street, and the entrance into the retail space would be along Folsom Street. The project sponsor proposes three new street trees spaced along the project's Folsom Street frontage and five new street trees along the project's Dore Street frontage. Folsom Street has an existing 10-foot-wide sidewalk while Dore Street is a narrow alley with approximately 7.5-foot-wide sidewalks. Outside of the required street tree planting, Class II bicycle parking installation and proposed curb cut removals, the proposed project would not alter the adjacent sidewalks. Additional building elevations are shown in Figures 5 through 8.

The proposed project foundation would either be a mat foundation bearing on improved soil requiring excavation from three feet to 30 feet in depth (including soil improvement) or a deep foundation supported by torque driven piles to the hard clay soil level at least 30 feet in depth. The final construction method and pile type and placement would be determined in coordination with the Department of Building Inspection (DBI). The project building excavation depth would be up to three feet deep, with an estimated 512 cubic yards of excavation. The project would be built on either a mat foundation with soil improvements up to 30-feet-deep or a deep foundation with torque-down piles to at least 30-feet-deep (to the clay layer). The building would also install an underground transformer vault on Dore Street.

The proposed mixed-use residential building would be constructed to the standards required for GreenPoint-rated projects, meeting all GreenPoint prerequisites with 75 points. The project would demonstrate a 10% energy use reduction compared to Title 24, part 6 (2013), and would meet all California Green Building Standards Code requirements.

Project Construction

Construction phases would consist of demolition of the existing structure on the site, foundation construction, superstructure construction, exterior wall construction and glazing, and building interior and finishes. Project construction is anticipated to begin in 2016 and is expected to last approximately 15 months. Demolition of the existing building on the project site would be completed in approximately six weeks. Following demolition, the site would be excavated to approximately three feet to allow for the construction of the foundation, which would span over the entire footprint of the site. Excavation would occur over an estimated one to two months.

The building would employ either type IIIB or type IB, fully-sprinkler type construction, employing one of the two recommended foundation types. For the purposes on this environmental review, it is assumed that pile driving would not be required to accommodate the proposed project. Foundation work is estimated to last two months. The building superstructure would be constructed over a 12-month period and would consist of conventional metal frame, slab and post tensioned shear walls. Construction equipment to be used during this phase would include a tower crane, concrete pump trucks, and concrete/rebar/framing delivery trucks. Installation of the building exterior skin will start towards the fifth month of superstructure and be completed in about four months. The anticipated date of occupancy is in 2017.

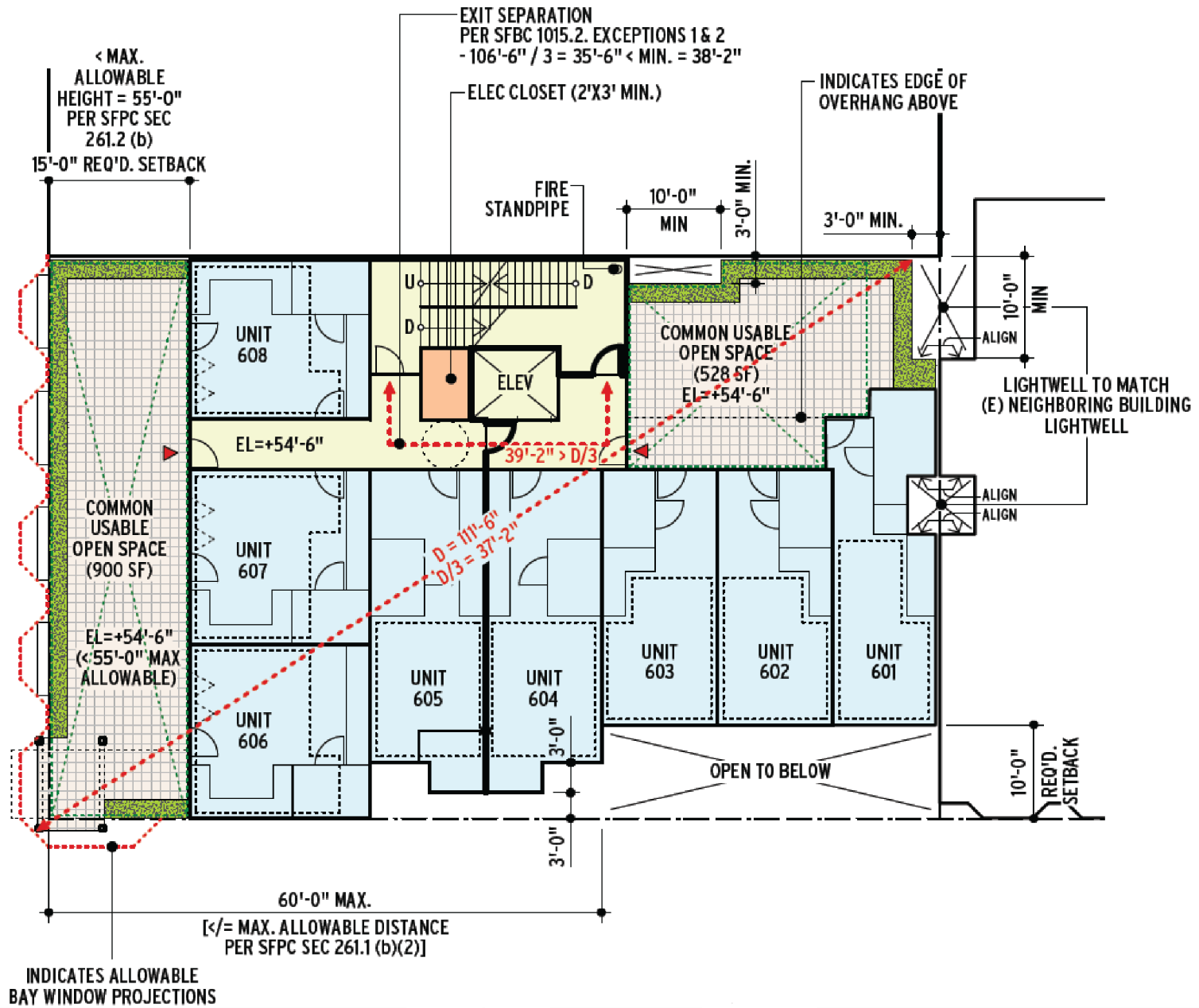


Figure 4 - Sixth Floor Plan

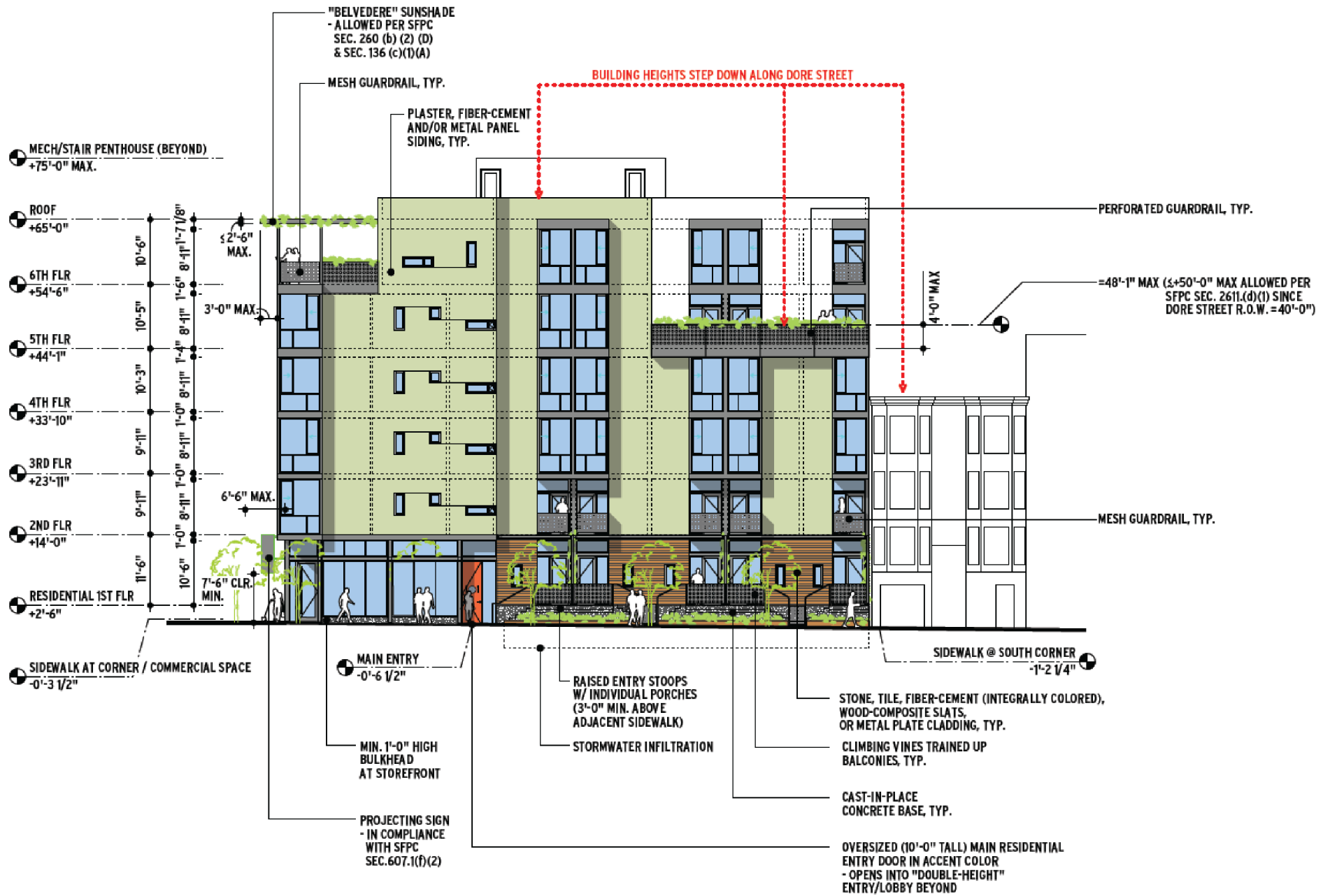


Figure 5 - North (Folsom Street) Building Elevation



Figure 6 - West (Dore Street) Building Elevation

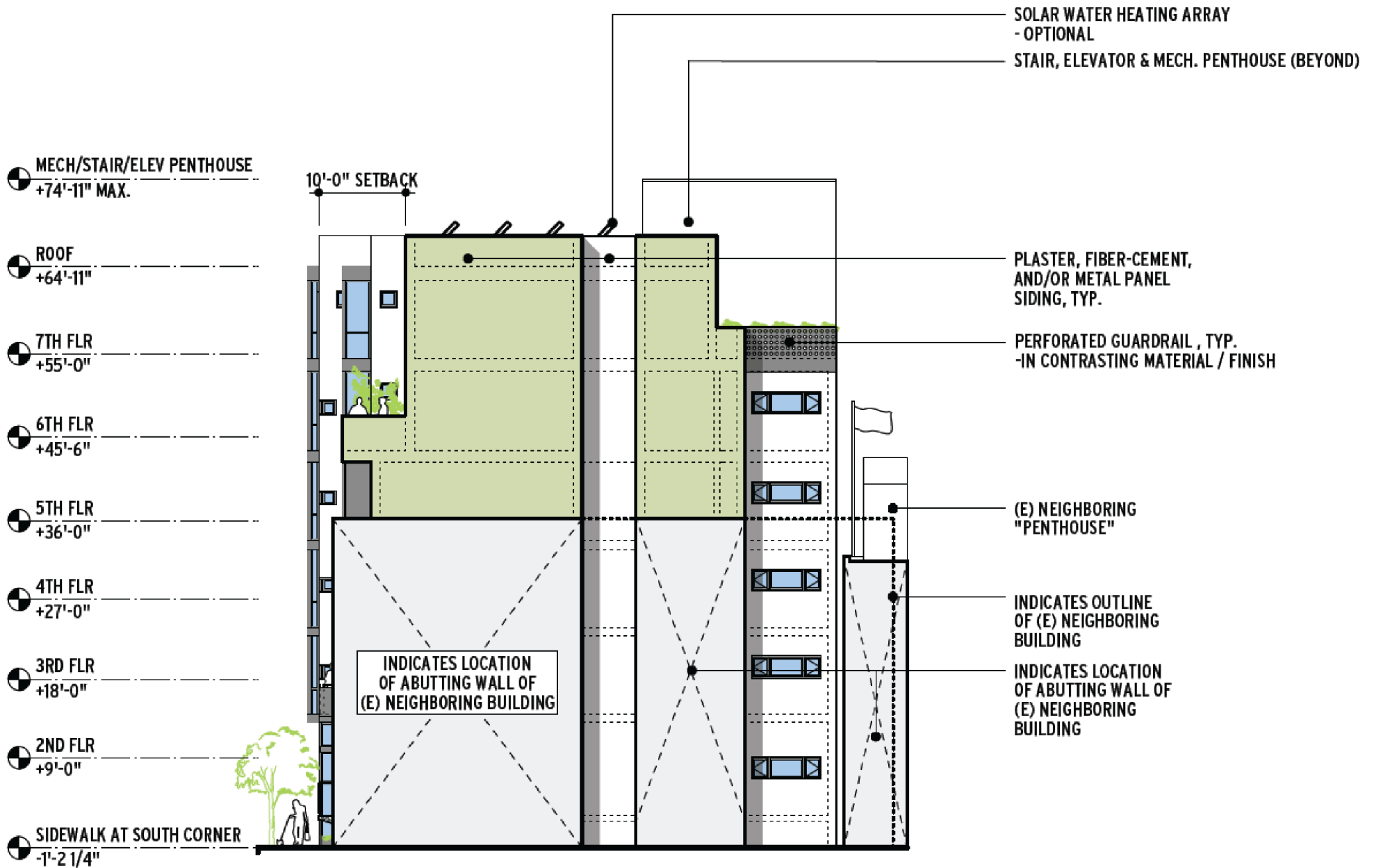


Figure 7 - East Building Elevation

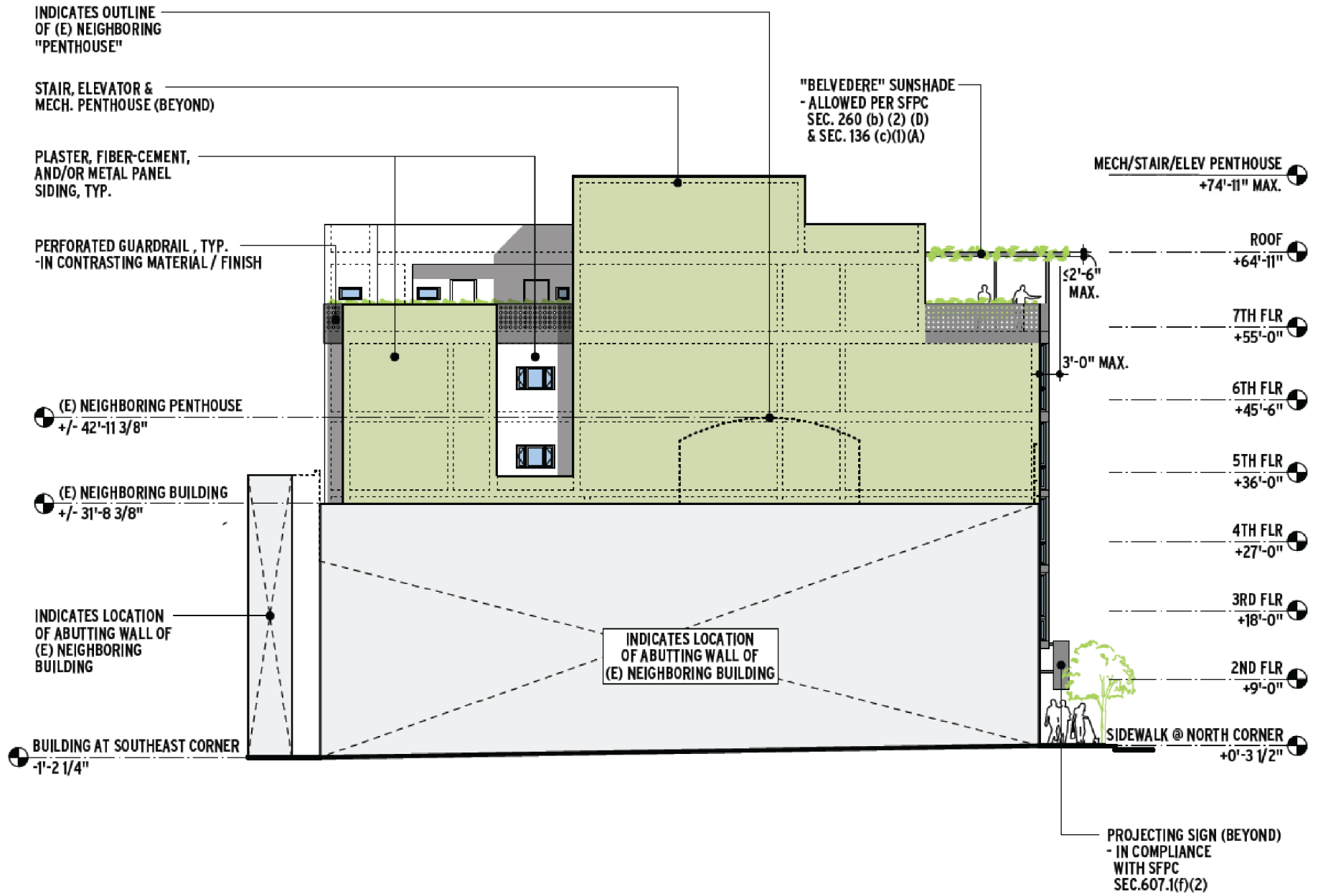


Figure 8 - South Building Elevation

PROJECT APPROVALS

Approval Action

Demolition and buildings permits are 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.

Actions by City Departments

- Site permit (*Planning Department, Department of Building Inspection*)
- Grading and building permits (*Department of Building Inspection*)
- Stormwater Control Plan (*San Francisco Public Utilities Commission*)
- Street Improvement and related Construction Permits (*San Francisco Public Works*)
- Two-lot merger (*San Francisco Public Works*)

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the PEIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).⁵ 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.

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 Program (MMRP) that is attached to the Community Plan Exemption Certificate.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

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), historical

⁵ 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.

architectural resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), and air quality (program-level TACs and PM_{2.5} pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would include construction of a 65-foot-tall (75 feet maximum to the top of the mechanical equipment and elevator penthouses) mixed-use residential building containing 53 SRO units, four hotel rooms, approximately 660 sf of ground-floor commercial space, and a total of 59 bicycle spaces (a combination of Class 1 and Class 2 spaces). As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were 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.⁶ Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

<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>
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that implementation of the Area Plan would not create any new physical barriers in the Plan Area because the rezoning and Area Plan do not provide for new major roadways, such as freeways, that would divide the project area or isolate individual neighborhoods

⁶ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1335-1339 Folsom Street; October 15, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1281E.

within it. The Western SoMa PEIR also concluded that implementation of the Area Plan would not result in substantial changes to the existing character of the vicinity.

The Western SoMa PEIR determined that implementation of the Area Plan would result in less than significant displacement impacts. The project would not result in any displacement impacts not previously identified in the Western SoMa PEIR. The project site currently contains industrial uses, and with the proposed mixed-use residential building, the project would not displace any existing housing units.

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.

The project site is located within the Folsom Street Neighborhood Commercial Transit District (Folsom Street NCT) which is intended to maintain and facilitate active ground floor neighborhood-serving commercial development (including restaurants, bars, retail, etc.) with upper-story residential units. Residential uses, including SRO Housing is principally permitted at all levels. Offices and general retail are generally preferred above the first story. The project site is within a 65-X Height and Bulk District. Generally, uses in the project vicinity are multi-family residential, light industrial (associated with automotive repair and similar uses), and retail (including bars and restaurants). The proposed SRO housing and ground floor commercial uses would be consistent with the uses allowed in the Folsom Street NCT Use District, and the height and bulk limits in the 65-X Height and Bulk District.

Furthermore, the Current Planning Division of the Planning Department has determined that the proposed project land uses (residential SRO units, retail and hotel) are principally permitted in the Folsom Street Neighborhood Commercial Transit (NCT) District and the proposed building design is consistent with the 65-X height and bulk district.⁷ The NCT District permits residential dwelling units without specific density limitation, allowing physical controls such as height, bulk and setback requirements to control dwelling unit density. The Citywide Planning Division of the Planning Department has determined that the project is consistent with General Plan policies and land uses specified in the Western SoMa Community Plan.⁸ Additionally, the design of the proposed medium-rise residential building which includes bicycle parking but does not include any off-street vehicle parking is consistent with the types of developments and increased height and density envisioned for Folsom Street, an important neighborhood-serving commercial corridor.

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

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1335-1339 Folsom Street, October 13, 2015.

⁸ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1335-1339 Folsom Street, October 20, 2015.

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

One of the objectives of the 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, and 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 the Plan 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.

Based on the Transportation Impact Analysis Guidelines for Environmental Review (Guidelines), the proposed project’s residential, hotel and retail uses would be expected to add approximately 53 residents and six 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 project-level or cumulative impacts on population and housing that were not identified in the Western SoMa PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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) 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 two-story commercial building constructed in 1923. The building was 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 project site 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." The existing building was also found to be a non-contributing resource within the eligible Western SoMa Light Industrial and Residential Historic District.

A Historic Resource Evaluation Response (HRER) was prepared for the proposed project by Planning Department staff to confirm previous determinations and evaluate whether the proposed project would impact any existing on-site or off-site potential architectural historic resources, including any applicable historic districts.⁹ Based on its CHRSC, 1335-1339 Folsom Street is considered a "Category C – No Historic Resource" for the purposes of the Planning Department's CEQA review procedures. While it is not individually eligible for listing in the California Register of Historic, the existing building on site is located within the boundaries of the eligible Western SoMa Light Industrial and Residential Historic District, which is a qualified historic resource for the purposes of CEQA.

As discussed in the HRER, the Western SoMa Light Industrial and Residential Historic District (Historic District) is located in the western part of the SoMa Area Plan Historic Resource Survey area and is characterized by a mixture of property types. On primary streets, buildings are built of masonry construction, predominantly reinforced concrete; however, load bearing and steel or heavy timber brick construction is also found with great frequency. Buildings on alley streets are often smaller in scale and of wood frame construction with a cement plaster or stucco façade. The Western SoMa Light Industrial and Residential Historic District possesses 721 total properties. Of these resources, 478 properties are contributing resources, while 293 properties, including the building on the project site, are non-contributing resources. Therefore, the demolition of the existing non-contributing building would not affect the Western SoMa Light Industrial and Residential Historic District.

As part of its review, Planning Department staff found that, as proposed, the project design would not cause a significant adverse impact to the California Register-eligible historic district it is located in. Staff found that the proposed six-story height and massing would be relatable to many of the historic district's

⁹ San Francisco Planning Department, Historic Resource Evaluation Response, 1335-1339 Folsom Street, May 6, 2015. This document is on file and available for review as part of Case File No. 2013.1281E.

contributing industrial building resources, which range from four to five stories in height, and new buildings constructed within the district boundaries, which range from four to six stories in height. Moreover, the materials of the proposed building (e.g., metal panels, aluminum-sash windows, and a stucco exterior) are common materials found within the surrounding historic district. Further, the proposed project includes an extensive amount of fenestration on the primary façade, which is a hallmark of the district's light industrial properties. Overall, the proposed project was found to be consistent with the district's mixed character and was determined to not impact the district's character-defining features.

Therefore, the implementation of the proposed project would not contribute to the significant historic resource impact identified in the Western SoMa PEIR, and no historic resource mitigation measures from the PEIR, such as Mitigation Measures M-CP-1a, M-CP-1b, or M-CP-1c, would apply to the proposed project.

Based on the above, the proposed project would not result in significant project-level or cumulative 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 applies to projects involving soil-improving activities including excavation to a depth of five or more feet below grade. PEIR Mitigation Measure M-CP-4b: Procedures for Accidental Discovery of Archeological Resources applies to all soil-disturbing activities. As the proposed project at 1335-1339 Folsom Street would involve excavation depth up to three feet, and soil improvements up to 30 feet (with mat foundation) and torque-down piles at least to 30 feet to the clay layer (with a deep foundation). Therefore, Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment, and Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of archeological resources, would apply to the project construction.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist completed a Preliminary Archeology Review (PAR) of the project site and the proposed project. As documented in the PAR, the foundational support required for the proposed project would extend into native sand deposit. Native sand deposits, as well as certain other types of geological units, have sensitivity in certain parts of the SoMa area for prehistoric deposits. Accordingly, the PAR determined that the project would have the potential to adversely affect an archeological resource. 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 in the MMRP 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.

Paleontological Resources

The Western SoMa PEIR determined that implementation of the Community Plan would have low potential to uncover unique or significant fossils or other unique geologic features. Geological materials

that would be disturbed by construction excavations in the Plan area would have little to no likelihood of containing such fossils or features. Therefore, the PEIR found less-than-significant Plan and cumulative impacts on paleontological resources.

The Western SoMa PEIR also noted that the potential disturbance of human remains is governed by state laws and regulations, and compliance with these laws and regulations would avoid any potentially significant impacts related to such disturbance in the Plan Area.

For the reasons stated above, the proposed project would not result in either project-level or cumulative 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>
4. TRANSPORTATION AND CIRCULATION— Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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 4c is not applicable. Similarly, consistent with the Western SoMa PEIR, topic 4d is not applicable because the project does not include design features that would result in particular safety hazards or introduce incompatible uses.

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. As the proposed

project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on pedestrians, bicyclists, emergency access, or construction beyond those analyzed in the Western SoMa PEIR. There are no conditions or impacts peculiar to the project or the project site. Accordingly, consistent with the Western SoMa PEIR, the proposed project would not conflict with any applicable transportation plans, ordinances, policies, or programs.

Related to these topics, 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 along Folsom Street related to Plan area transportation system improvements 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 impacts that were not identified in the Western SoMa PEIR or the potential for more severe transportation impacts associated with the proposed project, a Transportation Analysis Memo was completed for the proposed project.¹⁰ The results of this analysis memo are summarized below.

Trip Generation

The proposed project would demolish the existing one- to two-story , approximately 1,100-sf commercial building and existing loading curb cuts on Dore Street and construct a six-story, 65-foot-tall, approximately 30,405 sf mixed-used residential building. The building would include 53 SRO units located on all floor levels, approximately 660 sf retail space on the ground floor, four hotel rooms on the Fifth and Sixth Floor. The proposed project does not include vehicle parking spaces or on-site loading, but does propose 62 Class I and II bicycle parking spaces (on the First through Third Floors and along Folsom Street). Although the existing building is currently occupied by Kung's Trading Company, a trip generation credit related to this use was not taken on the project site.

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. The proposed project would generate an estimated 527 daily person trips and 80 peak hour person trips during the PM peak hour. The 527 daily person trips would consist of 169 person trips by auto, 116 transit trips, 175 walk trips and 67 trips by other modes (including bicycle, motorcycle and taxi trips). During the PM peak hour the 80 person trips would consist of 24 person trips by auto, 20 transit trips, 25 walk trips and 11 trips by other modes (including bicycle, motorcycle and taxi trips), the proposed project would generate 22 vehicle trips during the PM peak hour and 125 daily vehicle trips (determined by accounting for vehicle occupancy data for this Census Tract). Table 1 shows the proposed project's PM peak hour person trips by mode of travel.

¹⁰ Stantec Consulting Services, Inc., 1335 Folsom Street Focused Transportation Study (Memo), October 2015.

**Table 1 – Project Person and Vehicle PM Peak Hour
Trip Generation by Travel Mode and Land Use**

PM Peak Hour Person Trips						
	Auto	Transit	Walk	Other	Total	Vehicle Trips
Retail¹	3	2	3	1	9	2 (1 IB/1 OB) ²
SRO Housing³	20	16	22	10	68	18 (12 IB/6 OB)
Hotel⁴	1	2	0	0	3	2 (1 IB/1 OB)
Total	24	20	25	11	80	22 (14 IB/8 OB)
1. Mode Split based on SF Guidelines, Appendix E - Table E-3 Work Trips to Superdistrict 1-All and Table E-10 Visitor trips to Superdistrict 1-Retail 2. IB = Inbound; OB = Outbound 3. Mode Split based on 2009-2013 American Community Survey information for Census Tract 178.02 4. Mode Split based on SF Guidelines, Appendix E - Table E-3 Work Trips to Superdistrict 1-All and Table E-11 Visitor trips to Superdistrict 1-All Other						

Source: Stantec, October 2015.

Traffic

Vehicle trips associated with the proposed project (22 PM and 125 daily vehicle trips) would travel through the intersections in the project vicinity. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from LOS A to LOS 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 long vehicle delays. In San Francisco, LOS A through LOS D are considered acceptable intersection operating conditions.

The Western SoMa PEIR analyzed traffic impacts at 20 intersections in the Plan Area. Of these 20 intersections, the PEIR LOS analyses for the 11 intersections nearest to the project site are shown in **Table 2**. As shown in **Table 2**, the LOS data for these 11 Plan intersections located within the project vicinity indicate that all of these PEIR intersections operate at LOS D or better during the weekday PM peak hour under existing conditions. Under Cumulative (2030) conditions, which includes the Western SoMa Community Plan development growth, including the project site growth, all but one intersection (the Eighth Street/Harrison Street/I-80 Westbound off-ramp) operates acceptably at LOS D or better during the peak periods.

**Table 2 – Western SoMa PEIR Intersection PM Peak Hour Level of Service (LOS)
for Intersections near the Project Site**

# ¹	Study Intersection	Existing PM Peak Hour	Cumulative ³ (2030) Baseline PM Peak Hour
		LOS ²	LOS
13	Ninth Street/ Folsom Street	B	D
14	Ninth Street/ Harrison Street	B	B
16	Tenth Street/Howard Street	C	C
17	Tenth Street/ Harrison Street	C	C
9	Eighth Street/ Folsom Street	B	D
8	Eighth Street/ Howard Street	B	C
10	Eighth/Harrison/ I-80 Westbound off-ramp	D	F
11	Eighth Street/ Bryant Street	C	D
12	Ninth Street/Mission	C	D
15	Ninth/Bryant/U.S. 101 Northbound off-ramp	D	D
18	Eleventh Street/Howard Street	B	C

Source: *Western SoMa Plan Area 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. (3) Cumulative conditions include Plan area land use growth.

The Western SoMa PEIR identified significant and unavoidable Existing plus Project and Cumulative traffic impacts at three intersections: Fifth Street/Bryant Street/I-80 Eastbound on-ramp (during the PM peak hour under the PEIR Existing plus Plan Growth analysis and during both AM and PM peak hours under the Cumulative 2030 PEIR analysis); Sixth Street/Brannan Street/I-280 ramps (during both the AM and PM peak hours); and Eighth Street/Harrison Street/I-80 Westbound off-ramp (during the PM peak hour). Of these three intersections, only the Eighth Street/Harrison Street/I-80 Westbound off-ramp intersection is located within the project vicinity, and therefore further discussed below. The Planning Commission adopted a Statement of Overriding Considerations, acknowledging that implementation of the Plan would create a significant and unavoidable traffic impacts at these three intersections (Fifth Street/Bryant Street/I-80 Eastbound on-ramp; Sixth Street/Brannan Street/I-280 ramps; and Eighth Street/Harrison Street/I-80 Westbound off-ramp).

The proposed project would generate an estimated 22 PM peak hour vehicle trips that could travel through these and other nearby intersections. Due to the project site location, the proposed project would not substantially contribute to the operating conditions of intersections not in the project vicinity including the significant and unavoidable PEIR traffic impacts at Fifth Street/Bryant Street/I-80 Eastbound on-ramp intersection and Sixth Street/Brannan Street/I-280 ramps intersection under Existing or Cumulative conditions.

Some of the project's 22 PM peak hour vehicle trips could contribute to the operation of the Eighth Street/Harrison Street/I-80 Westbound off-ramp intersection, which is in the project vicinity and experienced a significant and unavoidable traffic impact in the PEIR. However, the project's contribution of 22 PM peak hour trips would not represent a substantial contribution under Existing plus Project or Cumulative conditions to the traffic volumes or operation of this intersection. The PEIR adopted a mitigation measure related to the significant and unavoidable traffic impact at the Eighth Street/Harrison

Street/I-80 Westbound off-ramp intersection (M-TR-1c) which would have San Francisco Municipal Transportation Agency (SFMTA) monitor and optimize the signal timing at this intersection. Since the project would not have a substantial contribution to this intersection and SFMTA is responsible for the implementation of the measure, Mitigation Measure M-TR-1c would not be applicable to the proposed project.

The Plan PEIR Cumulative conditions identified and included the SFMTA-planned Eighth Street restriping project between Market Street and Heron Street (located between Folsom and Harrison Streets), and the conversion of this southbound roadway from four to three travel lanes. As part of the Central SoMa Plan, currently undergoing environmental review analysis, SFMTA proposes potential changes to Folsom Street from Eleventh Street to The Embarcadero and changes to Howard Street from Eleventh Street to Third Street. These changes would include potential lane reductions, two-way traffic conversions, wider sidewalks, and installation of cycle tracks. The proposed project would not conflict or prevent the implementation of the Eighth Street or Central SoMa proposed modifications.

Overall the 22 PM peak hour project vehicle trips would not substantially increase traffic volumes at other nearby intersections, would not substantially increase the average delay to the degree that the LOS of nearby intersections would deteriorate from acceptable to unacceptable, and would not substantially increase the average delay at intersections that currently operate at an unacceptable LOS. The proposed project would not contribute considerably to LOS delay conditions, because its contribution of an estimated 22 p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Western SoMa Community Plan projects. In addition, the proposed project would not contribute considerably to 2030 cumulative traffic conditions and would not cause any new significant cumulative traffic impacts. Therefore, the project's vehicle trips and contribution to intersection operations would be consistent with and no greater than analyzed in the PEIR.

Western SoMa identified an Improvement Measure (I-TR-1) related to traffic which recommended the implementation of a Transportation Demand Management (TDM) plan for development projects generating more than 3,500 daily person trips. The proposed project would produce an estimated 525 daily person trips, and therefore this Improvement Measure would not be applicable to the project. However, the project sponsor has agreed to a similar **Project Improvement Measure 1: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips** for the proposed project.

Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 12 Folsom-Pacific, 9/9R San Bruno/San Bruno Rapid, 27 Bryant, 14/14R Mission/Mission Rapid, 19 Polk, 47 Van Ness and 90 San Bruno Owl. The nearest Muni stop to the project site is at the intersection of Folsom Street and Ninth Street (about 300 feet to the east), which serves the 12 Folsom-Pacific, and several SamTrans commuter lines. Additionally, the project is located within three blocks (~2000 feet) of the Market Street corridor where both local and regional transit connections are located. The proposed project would be expected to generate 116 daily transit trips, including 20 (13 inbound and seven outbound) during the PM peak hour. Given the wide availability of nearby local and regional transit, the addition of 20 PM peak hour transit trips distributed among the transit lines in the area could be accommodated by existing and planned future capacity.

Under the Plan PEIR analysis most screenlines and corridors with or without the Plan's programmatic growth operated under SFMTA's 85 percent capacity utilization performance standard. Regional transit impacts related to the Plan growth under Existing plus Plan and Cumulative conditions were found to be less than significant. The Western SoMa Community Plan PEIR identified significant cumulative (2030) transit impacts for the "Other Lines" corridor within the Southeast screenline related to the Plan's growth. The "Other Lines" corridor includes the J Church, 10 Townsend, 12 Folsom-Pacific, 19 Polk and 27 Bryant routes. The Western SoMa PEIR identified Mitigation Measure M-C-TR-2 to impose development impact fees related to proposed development in the Plan area. Even with this mitigation, however, the cumulative transit impact of the Western SoMa Plan Area development was found to be significant and unavoidable and a Statement of Overriding Considerations related to this impact was adopted as part of the PEIR Certification and Plan approval. The proposed project's 20 PM peak hour transit trips would represent a less than one percent contribution to both "Other Lines" corridor and Southeast screenline. As such, the proposed project would not make a cumulatively considerable contribution to the unacceptable levels of cumulative transit service identified in the Western SoMa PEIR. Furthermore, the proposed project is subject to development impact fees, and Mitigation Measure M-C-TR-2 would be completed for the proposed project with the collection of these fees.

For the above reasons, the proposed project would not result in significant project-level and cumulative impacts that were not identified in the Western SoMa PEIR related to local or regional transit and would not contribute considerably to cumulative local transit impact that was identified in the Western SoMa PEIR.

Loading

The evaluation of loading impacts, as presented Western SoMa PEIR, provided an overall comparison of proposed loading supply to general 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 on-street loading spaces. Therefore, loading impacts related to the planned growth under the PEIR were found to 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 a feasible mitigation measure to reduce the project loading impacts along Folsom Street (Mitigation Measure M-TR-4) to a less-than-significant level. This measure would be applicable to any removal of yellow commercial vehicle freight loading spaces due to planned transportation improvements. The measure further provided guidance on where the relocation of such on-street spaces could occur. This mitigation measure under the PEIR was found to reduce the significant loading impact along Folsom Street to a less-than-significant level. The proposed project is located on Folsom Street; however, the project is not part of the Plan transportation system improvements and would retain the existing 50-foot-

long commercial loading zone (two spaces) fronting the project site. Therefore this Mitigation Measure (M-TR-4) would not be applicable to the project.

The proposed project would generate less than one daily delivery/service vehicle trips per day which would correspond to a demand of less than one freight loading space during the peak and average delivery hours. Based on *Planning Code* Section 152, the proposed project with less than 10,000 sf of retail and less than 100,000 sf of residential or hotel use would not require any off-street commercial loading spaces. Commercial deliveries to the project site would likely utilize the existing 50-foot-long commercial loading zone (two spaces) on Folsom Street fronting the project site, or other on-street commercial loading spaces located along Folsom Street or along Ninth Street. Conflicts between commercial loading spaces and the adjacent bicycle lane along Folsom Street would remain similar to existing conditions.

For the above reasons, the proposed project would not result in significant project-level and cumulative commercial loading impacts that were not identified in the Western SoMa PEIR.

While loading conditions would remain similar to existing conditions, an improvement measure could be implemented to further reduce the less-than-significant project impacts. **Project Improvement Measure 2: Coordination of Move-In and Move-Out Activities** recommends that building management coordinate residential move-in and move-out activities, as well as larger deliveries so these activities do not impede Muni operations or bicycle travel on Folsom Street or other nearby transit or bicycle network streets.

Pedestrians

The Western SoMa PEIR estimated 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 operations on the nearby sidewalks and crosswalks. The PEIR acknowledged that the Western SoMa is in an area of San Francisco with one of the highest concentrations of pedestrian injuries and deaths. While the frequency of conflict between pedestrians and vehicles could likely increase as traffic volumes increase along with increases in pedestrian exposure associated with residential and non-residential development, implementation of the Plan would not be expected to have a significant impact on existing pedestrian conditions because neither vehicle traffic volumes nor pedestrian activity would increase to such a degree that a substantial increase in conflicts would be anticipated. Therefore, the PEIR found impacts on pedestrians to be less than significant.

Based on the transportation analysis, pedestrian facilities (sidewalks, crosswalks, pedestrian signals, etc.) are mostly complete in the project vicinity, with ten-foot-wide sidewalks along Folsom Street and seven-foot-wide sidewalks along Dore Street (alley). Pedestrian crosswalks and signals are present at all major intersections in the project vicinity. The analysis did note that the pedestrian crossings across Dore Street at Folsom Street (along both the north and south side) are not marked. Pedestrian volumes adjacent to the project site, along Folsom Street were observed to be low to moderate with more foot traffic occurring along Folsom Street.

The proposed project would generate approximately 45 pedestrian trips (25 walking trips and 20 trips to/from nearby transit stops) during the PM peak hour. These new pedestrian trips would be spread out over several adjacent sidewalks and crosswalks and could be accommodated on existing pedestrian facilities. Folsom Street from The Embarcadero to 17th Street is designated as a high-injury corridor as

defined by Vision Zero, which is the City's adopted road safety policy that aims for zero traffic deaths in San Francisco by 2024.¹¹ Since the proposed project would not provide any off-street parking, there would be no pedestrian conflicts with project-related vehicles at driveways.

The proposed project would not alter the pedestrian conditions along either Folsom Street or Dore Street. Given the above, the proposed project would not result in significant project-level or cumulative 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 required. While pedestrian conditions would remain similar to existing conditions, one improvement measure could be implemented to further reduce the less-than-significant project impacts. **Project Improvement Measure 3: Dore Street Crosswalk** recommends the project pay for the marking of the pedestrian crossing across Dore Street along the south side of Folsom Street, which would be directly adjacent to their building entry.

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. Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed/designated bike routes that allow bicycles to share travel lanes with vehicles.

Bicycle facilities in the project vicinity include Bicycle Route 30, which is a designated eastbound Class II (bicycle lane) facility on Folsom Street and westbound on Howard Street between The Embarcadero and Eleventh Street.¹² Bicycle Route 23, another Class II facility runs southbound on Eighth Street and northbound on Seventh Street. Route 25 runs on Eleventh Street as a Class II facility and on Tenth Street between Market and Howard Streets as a Class III facility. Additionally, along the south side of Folsom Street, one public bicycle rack is located just west of the project site and one rack is approximately 680 feet to the east. A few vehicle parking garages in the area provide bicycle racks or spaces, including on Howard Street east of Ninth Street and on the corner of Howard and Eighth Streets. The nearest Bike Share pilot project station is located on Market Street east of Tenth Street. *The San Francisco Bicycle Plan* recommended further design of the Folsom and Howard Street corridors to improve bicycle conditions including restricting left turn lanes and the potential for a two-way cycle track. These and other streetscape and circulation improvements are being analyzed as part of the Central SoMa Plan.¹³

Bicycle volumes adjacent to the project site along Folsom Street were observed during the PM peak hour to be moderate. Although not observed, bicycle volumes in the morning peak period are estimated to be

¹¹ Vision Zero High Injury Network map, accessed on June 7, 2015, is available online at:

<http://sfgov.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=335c508503374f5d94c95cb2a1f3f4f4>.

¹² With the exception of the westbound segment between Main and Beale Streets which is a shared Class III facility while the temporary Transbay Terminal is in operation.

¹³ SF Planning Department, Central SoMa Plan website. <http://www.sf-planning.org/index.aspx?page=2557>. Accessed August 2015.

three times higher than in the PM peak period.¹⁴ No vehicular conflicts with bicycles travelling along Folsom Street were observed.

According to the Western SoMa PEIR, the bicycle trips from the Western SoMa plan area growth 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, the Plan area growth would result in less-than-significant bicycle impacts under Existing and Cumulative conditions. The proposed project would add an estimated 67 new daily trips by “other” modes, including by bicycle, and 11 of those “other” trips were estimated to occur during the PM peak hour. This level of additional bicycle trips in the project vicinity could be accommodated on existing bicycle facilities. The proposed project does not include vehicle parking. Therefore, project vehicles would not conflict with adjacent bicycle traffic at driveways. Bicycling trips in the area may increase between the completion of the project and the cumulative scenario due general growth in the area. The proposed project development and related bicycle trips would not represent a substantial contribution to the growth and would not conflict with the cumulative implementation of the *Bicycle Plan* or *Central SoMa Plan* and related bicycle improvements.

The *City of San Francisco Planning Code* (Section 155.2) requires that one Class I bicycle parking space be provided for every residential unit, and one Class II bicycle parking space be provided for each 20 residential units. For the retail space one Class I space is required for each 7,500 sf of occupied floor area, and one Class II space is required for every 2,500 sf (with a minimum of two Class II spaces required). Hotels require one Class I and Class II space for every 30 rooms (with a minimum of two Class II spaces required). Therefore, the proposed project with 53 residential units, 660 sf of retail space and four hotel rooms would be required to provide 53 Class I and six Class II bicycle parking spaces. The proposed project would provide a total of 55 Class I bicycle parking spaces (53 residential spaces, one retail and one hotel space) located on the first through third floors (17 to 19 at each level) and accessed through the residential elevators. The proposed project would also provide seven Class II bicycle parking spaces along Folsom and Dore Streets. Therefore, the proposed project would slightly exceed the Planning Code requirements for bicycle parking spaces.

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 project-level and cumulative bicycle impacts would be less-than-significant. The proposed project would not substantially contribute to existing or cumulative bicycle circulation or conditions in the project area.

It is noted that the Western SoMa PEIR did not identify any significant bicycle impacts and no mitigation measures were required. While bicycle conditions in the project vicinity would remain similar to existing conditions (the project is adding on-site public and private bicycle parking), an improvement measure could be implemented to further reduce the less-than-significant project impacts. **Project Improvement Measure 4: Hotel Guest Bicycles** recommends that building and hotel management provide free or low-cost rental bicycles located on the project site for hotel guests.

Construction Traffic

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

¹⁴ Central SOMA Transportation Study, Table 14 – Bicycle Volumes – Weekday AM and PM Hours – Existing Conditions.

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 for the proposed project, but during the anticipated 15-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. The primary construction access would be on Folsom Street.

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.

Construction staging and construction-related equipment would be located predominantly on-site with the potential for some use of the adjacent sidewalk and parking lane areas. Construction machinery and would be located on site. Temporary travel lane and sidewalk closures could occur along the periphery of the proposed development, along both the Folsom Street and Dore Street frontages for the staging of equipment and construction materials. The 50-foot-long commercial loading zone (approximately two commercial spaces) and up to two general parking spaces along Folsom Street, and parking along Dore Street frontage, could be temporarily restricted during the construction period. In the event that temporary travel or parking lane or sidewalk closures would be needed, such actions would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the "Blue Book"), and coordinated with the City to reduce traffic congestion during construction of this project and other nearby projects. In general, lane and sidewalk closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including City Police, Public Works, Planning, and Fire Department staff and SFMTA Muni Operations staff. 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 entire 15-month 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 Harrison Street or Ninth Street off-ramp, and I-80/U.S. 101 or I-280 to access the project site from the East Bay and South Bay. The project construction would require an average of 10 to 15 workers per day; with slightly more being 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. The trip distribution and mode split of construction workers are not known. Construction

workers that drive to the site would park in nearby off-street parking lots or garages. 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. Based on the above, construction-related transportation impacts of the proposed project 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 in the MMRP, **Project Improvement Measure 5: Limiting the Hours of Construction-Related Truck Traffic and Deliveries** and **Project Improvement Measure 6: 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 project construction workers.

Parking Conditions

As indicated above, 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. The Planning Department acknowledges that parking conditions may be of interest to the public and decision makers. Therefore, the following parking demand analysis is provided for informational purposes.

The parking demand for the new residential, retail and hotel uses associated with the proposed project was determined based on the methodology presented in the *SF Transportation Guidelines*. On an average weekday, the project’s demand for parking would be 62 spaces (1 short-term and 61 long-term). The proposed project would not provide off-street parking. Thus, as proposed, the project would have an unmet parking demand of an estimated 62 spaces. At this location based on parking occupancy surveys, the unmet parking demand during both the mid-day and evening hours could be accommodated in part using existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, as discussed above, the project site is well-served by public transit and bicycle facilities.

Further, the project site is located in a Folsom Street Neighborhood Commercial Transit (NCT) zoning district where under Section 151.1 of the *Planning Code*, the proposed project would not be required to provide any off-street parking spaces. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in

secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or 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 Polices, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter Article 8A, Section 8A.115, provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects. The proposed project’s unmet parking demand would not represent a substantial shortfall in parking such that hazardous conditions or significant delays to all travel modes would adversely affect the physical environment.

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

<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 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 5e and 5f are not applicable.

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR¹⁵, 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 identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels. Under Cumulative conditions, and considering past, present and reasonably foreseeable future development in the Plan vicinity, the PEIR, even with these mitigation measures identified a significant and unavoidable cumulative noise impact.

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 dBA¹⁶ (L_{dn} ¹⁷), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Title 24 requirements would also address potential conflicts related to the proposed residential use and other noise-generating land use in the project vicinity, such as nearby bars. 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 mixed-use residential development—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 24.¹⁸ Therefore, Mitigation Measure M-NO-1a Mitigation Measure M-NO-1b has been completed for the proposed project.

¹⁵ Production, Distribution and Repair

¹⁶ 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.

¹⁷ 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.

¹⁸ Shen, Milsom & Wilke (SM&W) Integrated Communications Technology and Acoustical Consulting. 1335 Folsom Street Residential Development, San Francisco, California. Environmental Noise Report. April 7, 2015, Revised October 29, 2015.

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. Accordingly, the project sponsor has conducted an environmental noise study demonstrating the proposed project's open space areas are located a sufficient distance from the predominant noise source (Folsom Street) and given the building's design, the predicted ambient noise levels at the project open space areas would not limit the use or enjoyment of these outdoor amenities.¹⁹ Therefore, Mitigation Measure M-NO-1d has been completed for the proposed project.

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 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 two-story commercial building and construction of a new six-story mixed-use residential development; therefore, it would contribute to construction-related noise impacts. The proposed building foundation would either be mat foundation bearing on improved soil or a deep foundation supported by torque driven piles. The recommended torque-driven piles would avoid noise and vibration effects typically generated by pile-driving activities. Therefore, Mitigation Measure M-NO-2b would not apply to the proposed project. However, the proposed project would be subject to PEIR Mitigation Measure M-NO-2a General Construction Noise Control Measures, detailed under **Project Mitigation Measure 3** - in order to reduce these construction-related noise impacts to a less-than-significant level.

In addition, all construction activities for the proposed project (occurring over the course of approximately 15 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 dBA²⁰ (L_{dn} ²¹) 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 SFPW authorizes a special permit for conducting the work during that period.

¹⁹ Ibid, p. 6.

²⁰ 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.

²¹ 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.

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 15 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 15 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.

For the above reasons, the proposed project would not result in significant project-level or cumulative noise or vibration impacts 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>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin. As part of its *CEQA Air Quality Guidelines (Air Quality Guidelines)*, the BAAQMD developed screening criteria for determining whether a project’s criteria air pollutant emissions would 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.²² In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

As indicated above, 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 and operation of the proposed project would result in a less-than-significant air quality impact. With 53 SRO units, four hotel rooms, and approximately 660 sf of commercial uses, the proposed project would meet the screening criteria provided in the BAAQMD Air Quality Guidelines for construction and operational criteria air pollutants. Therefore, PEIR Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants, does not apply to the proposed project.

Mitigation Measure M-AQ-2, Transportation Demand Management Strategies for Future Development Projects, is required for projects generating more than 3,500 daily vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 125 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project. However, the project sponsor has agreed to **Project Improvement Measure 1** to further reduce the less-than-significant criteria air pollutants resulting from project-generated vehicle trips.

Construction-Related Dust

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. 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 (Article 38)

²² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011, pp. 3-2 to 3-3.

Subsequent to certification of the Western SoMa PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone, such as the proposed project, require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. Sensitive receptors²³ 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 toxic air contaminants (TACs), including DPM emissions from temporary and variable construction activities. The project site is located within the Air Pollutant Exposure Zone. Article 38 supersedes Mitigation Measure M-AQ-3, Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors, which similarly required 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.

Operation

Mitigation Measures M-AQ-4, Siting of Uses that Emit PM_{2.5} or DPM and Other TACs, requires analysis of operational emissions for new development that would generate substantial levels of 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 to the proposed project.

Objectionable Odors

As noted in the Western SoMa PEIR, the likely potential sources of odors in the Plan Area are generally limited to coffee roasters and auto body shops. Because the proposed project does not include such a use or any other odor-creating use, it would not create objectionable odors affecting a substantial number of people.

Construction in Air Pollutant Exposure Zone

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. 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

²³ 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.

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 15 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 4**. Compliance with this mitigation measure would result in less-than-significant air quality impacts from construction vehicles and equipment.

For the above reasons, the proposed project would not result in significant project-level or cumulative 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>
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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 Executive Order 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.²⁴ 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.

²⁴ 1335 Folsom Street Mixed-Use Residential Project (Case 2013.1281) Compliance Checklist Table for Greenhouse Gas Analysis: Table 1. Private Development Projects. Completed November 2, 2015 and reviewed by City Staff November 19, 2015.

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.

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

Wind

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 primary facades of the proposed building would be 65 feet in height. Although the mechanical and elevator penthouses would extend to 75 feet, they would not create a building façade wide enough to redirect winds to the ground level to the extent that they would generate wind speeds in a manner that would substantially affect public areas. Thus, the proposed project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure, as measured by the Planning Code, 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 24-foot-tall commercial building and construct a six-story, approximately 65-foot-tall residential mixed-use development. 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.²⁵ The shadow fan extrapolated the entire project site to a height of 75 feet to account for the proposed rooftop features allowed under the Planning Code. Based on the shadow fan analysis, the proposed project design would not result in any new shadow on any public park or open space.

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 cause significant project-level or cumulative shadow impacts that were not identified in the Western SoMa PEIR analysis and the project would not contribute to the significant shadow impact 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>
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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.

²⁵ San Francisco Planning Department, *1335-1335 Folsom Street Preliminary Shadow Analysis*, June 12, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1281E.

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

The 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. As analyzed in the Western SoMa PEIR, the applicable utility and service providers were determined to have capacity to accommodate the Plan growth, which would include the proposed project. Updates to utility service provision are further addressed below, but do not alter the conclusions reached in the PEIR. No mitigation measures were identified in the PEIR.

The Western SoMa PEIR examined the provision of water by the SF Water Enterprise, a division of the SFPUC, water supply and demand and water distribution. The available water supply and Plan demand was assessed using the 2010 Urban Water Management Plan (UWMP) which examined future water demand using the ABAG Projections (2002, 2009 and Draft Projections 2011). The water supply assessment also included the anticipated increase in water supply due to the Water Supply Improvement Project (WSIP) and Recycle Water Projects. The Plan concluded that the SFPUC had sufficient water available to serve both existing and planned future uses. Since 2012, the SFPUC has released its 2013 Water Availability Study, and is in the process of updating its Urban Water Management Plan (estimated for release in July 2016).²⁶ The 2013 Water Availability Study updated the land use projections from 2010 adding more housing and more jobs to the water demand, and further clarified the implementation of future water supply projects (WSIP and Recycle Water Projects), as well as planning for dry year

²⁶ SFPUC 2013 Water Availability Study, May 2013. <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>
Accessed in July 2015.

supplies. The Study did not introduce substantially new information related to water supply or demand that was not addressed in the 2010 UWMP. The proposed project, as part of the Western SoMa Plan Area development was captured in both 2010 UWMP and 2013 Water Availability Study land use projections.

Until 2016, San Francisco’s solid waste will be disposed of at the Altamont Landfill in Alameda County, as analyzed in the Western SoMa Plan EIR and is required to meet federal, state and local solid waste regulations. Considering the Plan Area growth and future City plans to reduce waste disposal, the PEIR found that this landfill would have sufficient disposal capacity to meet the Plan Area development’s projected growth. In 2016, San Francisco’s contract with Waste Management (operator of the Altamont Landfill) will expire and the City’s solid waste will be sent to the Hay Road Landfill, managed by Recology, in unincorporated Solano County southeast of Vacaville.²⁷ The contract would cover the disposal of five million tons of solid waste which would occur over an estimated 13 to 15 years after 2016. The Recology Hay Road facility is permitted to receive up to 2,400 tons of solid waste per day, and the addition of the City’s waste at current levels would increase the existing amount being received to approximately 1,851 tons per day. At this estimated rate of disposal, closure of the Hay Road Landfill under the current permitted capacity would occur in approximately 2041. Based on the City’s current and projected disposal rates, which include land use projections from the Western SoMa Area Plan and other planned development, and considering the increasing rate of waste diversion in San Francisco, the Hay Road Landfill would have sufficient capacity to meet future City waste disposal needs.

As the proposed project is within the development projected under the Western SoMa Community Plan, and conditions have not substantially changed since that analysis, there would be no additional project-level or cumulative 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>
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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.

²⁷ San Francisco Department of Environment, Agreement for Disposal of SF Municipal Solid Waste at Recology Hay Road Landfill in Solano County. Accessed June 2015.

<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>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 a mix of land use in these heavily built-out 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 mitigatable 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. Although the proposed project would not remove any trees, the project would involve demolition of the existing commercial building on-site. Therefore Mitigation Measure M-BI-1a requiring special status bird surveys would be applicable to the proposed project and is included as **Project Mitigation Measure 5.**

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 not involve tree removal and the existing 24-foot-tall commercial building to be demolished is currently occupied. Therefore, the proposed project would not be subject to Mitigation Measure M-BI-1b requiring pre-construction bat surveys.

As discussed in the Project Description, no street trees currently exist on the sidewalks along the site’s facades. The project sponsor proposes three new street trees along the Folsom Street façade and five new street trees along the Dore Street facade.

The proposed project would include the applicable mitigation measure (M-BI-1a) and is within the development projected under the Western SoMa Community Plan. Therefore, the proposed project would not result in additional project-level or cumulative impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

The Western SoMa Community Plan identified Biological Resources Improvement Measure I-BI-2: Night Lighting Minimization which would further reduce the Western SoMa Plan Development less-than-significant effects on birds from night lighting. **Project Improvement Measure 7: Nighttime Lighting Minimization** has therefore been added to the Project and is presented in detail in the Mitigation and Improvement Measure section below.

<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>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
iii) Seismic-related ground failure, including liquefaction?	<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"/>

Community Plan Exemption Checklist topic 13a(i), 13a(iv), 13c as they relate to collapsible soils, topic 13(e) related to septic systems and 13(f) related to unique geologic features are not applicable to the project site because the Western SoMa PEIR concluded that these types of impacts would not occur in the Plan Area. The project geotechnical analysis confirms this conclusion for the project site.

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 implementation of the Community Plan would not result in significant project-level or cumulative impacts related to geological hazards. No mitigation measures were identified in the Western SoMa PEIR.

The proposed project would involve excavation to a depth of approximately three feet in an area of ground shaking and 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.²⁸ The project sponsor would be required to adhere to the recommendations contained in the report. The following discussion relies on the information provided in the geotechnical investigation.

²⁸ Rockridge Geotechnical, Geotechnical Investigation: Proposed Residential Building at 1335-1339 Folsom Street San Francisco, California. Geotechnical Report. November 20, 2013.

A geotechnical cone penetration test and dynamic penetration test were conducted at the project site. Based on these tests, the project site is underlain by artificial fill to a depth of up to ten feet below grade surface (bgs), followed by medium dense Dune sand up to 29 feet, and a silt and clay layer up to 46 feet. The artificial fill that the project would most encounter during excavation would likely consist of loose sand and variable amounts of silt. Groundwater was encountered at depths of 22 to 29 feet bgs.

Based on the project site conditions, the geotechnical report recommended either 1) a mat foundation with soil improvements up to 30-feet-deep bgs or 2) a deep foundation with torque-down piles to at least 30 feet bgs (to the clay layer). The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. These requirements also address the required shoring for construction near adjacent building foundations. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

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 project-level or cumulative impacts related to geology and soils 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>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Community Plan Exemption Checklist topic 14b, 14c, 14d, 14i, and 14j are not applicable because the Western SoMa PEIR concluded that these types of impacts would not occur with Plan development. The project site is not located within a 100-year flood hazard area in the Plan area and therefore 14 g and 14h would also not apply to the proposed project. 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 building would fully occupy the project site. The proposed project would be required to add street trees along Folsom and Dore Streets. 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 project-level or cumulative impacts related to hydrology and water 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>
15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Community Plan Exemption Checklist topics 15e and 15f are not applicable because the Western SoMa PEIR analysis concluded that these types of impacts would not occur with Plan Area development.

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. The PEIR found that there is a high potential to encounter hazardous materials during construction activities such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint in many parts of the Plan area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases.

Hazardous Building Materials

The Western SoMa PEIR identified a significant impact associated with hazardous building materials abatement including PCBs and mercury and determined that Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement would reduce this impact to a less-than-significant level. The proposed project would involve demolition of the existing commercial building on the project site, which was built in 1923. 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 6 before demolition of the existing structure. With implementation of this project mitigation measure, the project's impacts related to hazardous building materials would be reduced to a less-than-significant level.

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

Soil and Ground Water Contamination

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 Map²⁹ and would excavate three feet below grade and disturb approximately 512 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 submitted a Maher Application to DPH and a Phase I ESA and Subsurface Investigation Report has been prepared to assess the potential for site contamination.³⁰

According to the Phase I report, the project site was undeveloped prior to 1899 and subsequently contained a store, saloon, dwelling, bakery, and wagon repair shop. The building later included a blacksmith shop from 1910 through 1915. The existing building, built in 1923, has included manufacturing and commercial land uses such as a machining facility (from approximately 1940 through 1950s), a cabinet shop from approximately 1962 through early 1970s and the current commercial/warehouse land use. The Phase I report also documented the presence of elevated lead

²⁹ The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater.

³⁰ Partner Engineering and Science, Inc. Phase I Environmental Site Assessment Report: 1335-1339 Folsom Street, San Francisco, CA 94103. July 23, 2013 & Pangea Environmental Services, Inc. Subsurface Investigation Report: 1335-1339 Folsom Street, San Francisco, CA. June 17, 2014.

concentrations found at a nearby site, 1346 Folsom Street, across the street to the north of the project site. The remediation for the 1346 Folsom Street site included the installation of a cap (an impermeable barrier to prevent the spread of contaminants) during site redevelopment. The project site was not identified in regulatory databases (from the “Cortese List”) for the storage and use of any hazardous materials or for any reported release.³¹ In terms of prior uses that may have resulted in subsurface soil and/or groundwater contamination, onsite light industrial uses included the aforementioned blacksmith and machining facility. Thus, a potential exists that former uses on the project site utilized hazardous materials including petroleum based solvents and/or lubricants. However, based on the fact that prior light industrial operations occupied the site for short periods and because no floor drains or other potential subsurface conduits were observed in on-site accessible areas during the preparation of the Phase I report, the report noted that historic operations on the site are not considered a significant environmental concerns. The project site

Since the proposed project includes residential use, a subsurface investigation was conducted and sampling of site soil, groundwater and subslab gas taken. The soil analysis indicated that no subsurface conditions were found that would pose a risk to human health given the planned residential use. The analysis evaluated conditions beyond the maximum planned depth of site redevelopment. Contaminants tested (including petroleum hydrocarbons, volatile organic compounds, benzene, methane, cyanide, PCBs, arsenic, zinc, lead and all other metals) in the soil (including soil gas testing) and groundwater were below detection limits or not detected. Based on the analysis, standard construction practices can be followed, and as required if unexpected volatile organic odors are encountered, the City Department of Public Health must be notified. Waste material must be disposed of at appropriate facilities following soil testing/profiling. DPH has reviewed and concur with the findings and recommendations of these reports; has determined the reports have met the site history and site characterization requirements of Article 22A; and that a site remediation plan for the proposed project is not required.³²

Pursuant to compliance with Article 22A of the Health Code and State and local regulations, 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 project-level or cumulative impacts related to hazards or hazardous materials 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>
16. MINERAL AND ENERGY RESOURCES—				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³¹ The California Environmental Protection Agency (Cal EPA) maintains the Cortese List which includes known hazardous waste and substance sites from the Department of Toxic Substances Control (DTSC), and Leaking Underground Storage Tank (LUST) sites, solid waste disposal sites, and active cleanup sites from the California State Water Resources Control Board.

³² Stephanie Cushing, Department of Public Health letter to Project Sponsor regarding the Subsurface Investigation Report review, SFDPH Case No. SMED 988, dated June 30, 2014.

<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) 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 project-level or cumulative 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>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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 project-level or cumulative impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

MITIGATION MEASURES

Project Mitigation Measure 1 – Archeological Testing Program (M-CP-4a in the PEIR)

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.

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

maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

- A. *Consultation with Descendant Communities.* On discovery of an archeological site³³ associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative³⁴ 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 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.

³³ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

³⁴ 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.

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. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.
- 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 (M-CP-4b)

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 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the PEIR)

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, and 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 noisiest 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 4 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 and M-AQ-6 of the Western SoMa PEIR)

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).³⁵
 - 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 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).

³⁵ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

- 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.
5. 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.

Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Project Mitigation Measure 5 – Pre-Construction Special-Status Bird Surveys Mitigation Measure M-BI-1a of the PEIR)

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 6 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)

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.

IMPROVEMENT MEASURES

Project Improvement Measure 1: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips. The Project Sponsor and subsequent property owner/manager 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:

Provide Transportation and Trip Planning Information to Building Occupants:

- *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.
- *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.

Bicycles

- *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.

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.

Parking Measures

Provide less than half the amount of vehicle parking spaces than permitted per the Planning Code.

Project Improvement Measure 2: Coordination of Move-in/Move-Out Operations

To ensure that residential move-in and move-out activities do not impede Muni operations or bicycle travel on Folsom Street or other nearby transit or bicycle network streets, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking for residential move-in/move-out activity should be reserved through the SFMTA.

Project Improvement Measure 3: Dore Street Crosswalk

The project sponsor shall coordinate with SF Planning and SFMTA on the marking of the crosswalk across Dore Street on the south side of Folsom Street adjacent to the project site to the west, to be funded by the project sponsor.

Project Improvement Measure 4: Hotel Guest Bicycles

To encourage the use of bicycles by hotel visitors, the building and/or hotel management shall provide free low-cost rental bicycles at the project site for use by hotel guests.

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.

Project Improvement Measure 7: Nighttime Lighting Minimization. To further reduce the less-than-significant effects on birds from night lighting, the Planning Department could encourage buildings developed pursuant to the Draft Plan and Rezoning of Adjacent Parcels to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:

Reduce building lighting from exterior sources by:

- o Minimizing amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;
- o Installing motion-sensor lighting; and
- o Utilizing minimum wattage fixtures to achieve required lighting levels.

Reduce building lighting from interior sources by:

- o Dimming lights in lobbies, perimeter circulation areas, and atria;
- o Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);
- o Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;
- o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;
- o Scheduling nightly maintenance to conclude by 11:00 p.m.; and
- o Educating building users about the dangers of night lighting to birds.