



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Date: June 29, 2015
Case No.: **2013.1305E**
Project Address: **1532 Howard Street**
Zoning/Plan Area: WMUG (Western South of Market Area [WSOMA])
Mixed Use-General District
55-X Height and Bulk District
Western SOMA Community Plan
Block/Lot: 3511/015
Lot Size: 1,930 square feet (approximately 0.044 acres)
Project Sponsor: Amir Afifi, SIA Consulting Corporation – (415) 922-0200
Staff Contact: Chris Thomas – (415) 575-9036; Christopher.Thomas@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project involves the demolition of an existing one-story, 1,650-square-foot (sf) building and construction of a new six-story, approximately 55 (62-feet-tall with elevator penthouse), 9,000-gross-square-foot (gsf) building consisting of 15 Single Room Occupancy (SRO) dwelling units, two common roof decks (at and on top of the sixth floor) totaling about 750 sf, and a 450-sf common rear yard with eight Class 1 bicycle spaces. The project does not include off-street vehicular parking and no curb cut for vehicular access to the building would be necessary. Primary access would be via a lobby entry on Howard Street. The project also includes the planting of one street tree on Howard Street.

The existing building, originally constructed in 1907, most recently contained a restaurant and has been vacant since July 2012. Construction of the proposed building would involve soil disturbance over the entire level 1,930-sf project site, approximately two feet of below-grade excavation for the foundation and drilling of up to 16 feet below-grade for the required piers to anchor the foundation.

Figure 2 on page 3 shows the existing and proposed site plans; Figure 3 shows the first floor and rear yard plan; Figure 4 shows the fourth floor plan that is representative of floors two through five; and Figure 5 shows the sixth floor plan with the common deck shared by building occupants. Figure 6 shows the roof plan and Figure 7 provides the north-facing elevation of the proposed structure.

The project site is within a fully developed block in San Francisco's South of Market (SOMA) neighborhood (Figure 1), bounded by Natoma Street to the northwest, 11th Street to the northeast, Howard Street to the southeast, and Lafayette Street to the southwest. This block is largely characterized by two- to five-story residential buildings, along with scattered warehouse, commercial and retail structures of varying ages and architectural design. Although the existing structure is not considered a historic resource, the project site is within the Western SoMa Light Industrial & Residential Historic District.¹ To the immediate north of the project site is a one-story market; to the immediate south is a three-story multi-unit apartment designated a

¹ Refer to: http://sf-planning.org/ftp/files/gis/SouthSoMa/Docs/2009-09-03_DPR523D-WesternSOMALightResident_WithAppendix.pdf.

Category A structure (Historic Resource Present) by the South of Market Area Historic Resource Survey.² Four other Category A residential structures are around the corner on Lafayette Street, between Natoma and Howard Streets, and the project site backs up to a Category A residence on Natoma Street.

Beyond the block within which the project site is located, the local neighborhood is similarly characterized by a variety of residential, commercial and industrial buildings of varying ages, sizes and architectural styles. Many structures in the project vicinity, generally two to four stories in height, date from the 1907 to 1936 period when the greater South of Market area was developed. There are no parks, public or private schools, or medical facilities within 800 feet of the project site. The only religious land use is at St. Joseph's Church, located 750 feet to the north at the corner of Howard and 10th Streets. The Arc of San Francisco, a service, education and career center for adults with developmental disabilities, is located about 120 feet to the north of the project site at 1500 Howard Street.

Nearby streets include Van Ness Avenue, about 250 feet to the south, and Mission and Market Streets, about 850 and 1,400 feet to the northwest, respectively. Regional vehicular access is provided by the U.S. Route 101 (Central Freeway) on- and off-ramps at Howard Street, approximately 1,200 feet to the south. The Civic Center Municipal Railway (Muni) and BART stations are about 3,800 feet to the north at Market and 8th Streets.

PROJECT APPROVALS/REVIEWS

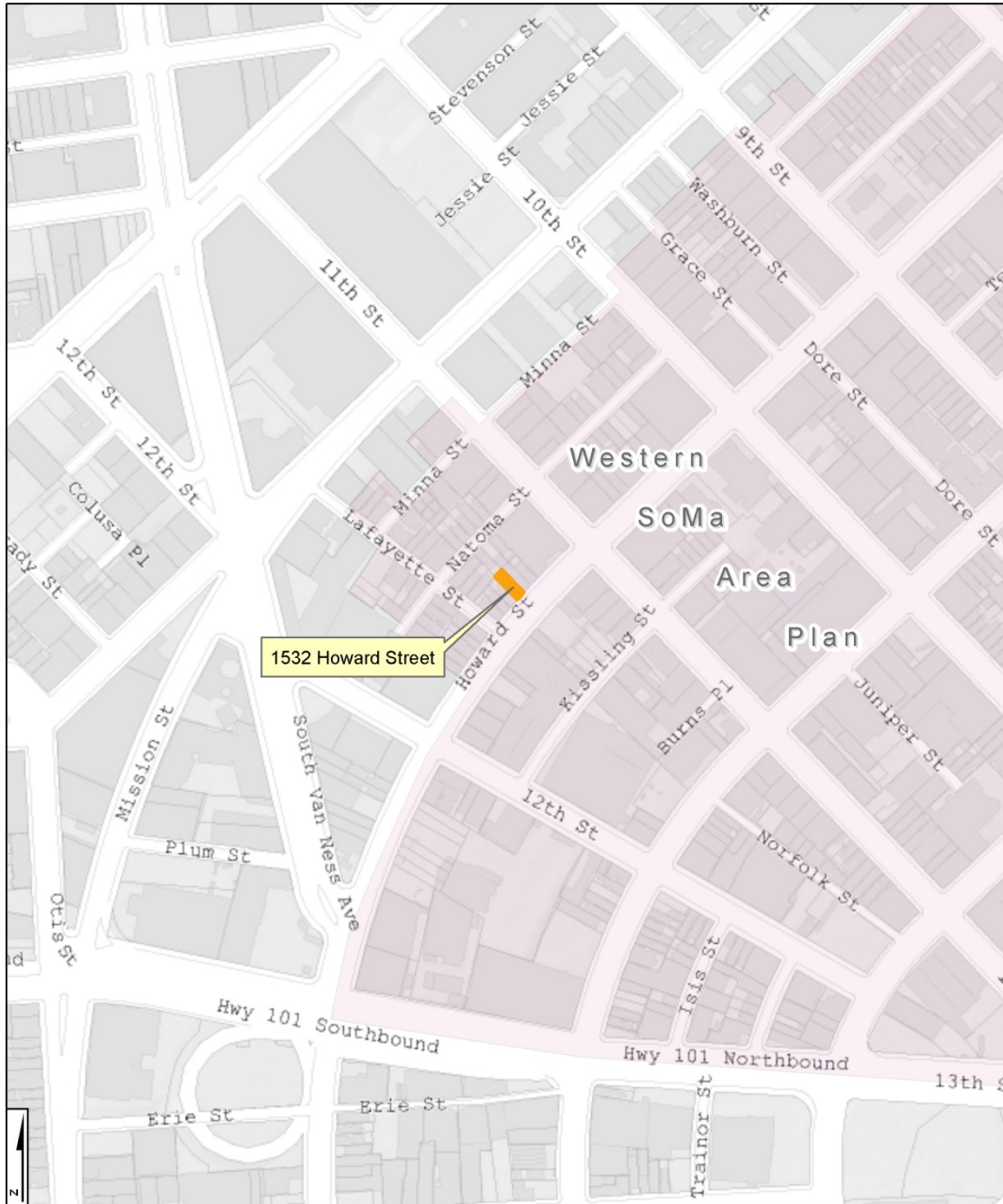
The proposed project would require the following approvals and/or reviews:

- Demolition and Building Permits (Department of Building Inspection) for the demolition of the existing building and construction of the proposed project.
- Site Mitigation Plan (Department of Public Health) for treatment of potentially hazardous soils and groundwater

The project is subject to Section 312 of the Planning Code, which requires neighborhood notification for projects proposing building expansion and new construction in Mixed Use zoning districts. If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project. If no Discretionary Review is requested, the issuance of a building permit by the Department of Building Inspection is the Approval Action. 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.

² San Francisco Planning Department, South of Market Area Historic Resource Survey, adopted February 16, 2011 by the Historic Preservation Commission and available at <http://www.sf-planning.org/index.aspx?page=2530> (accessed March 2, 2015).

FIGURE 1 – PROJECT LOCATION



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

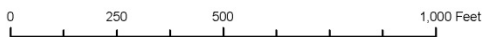
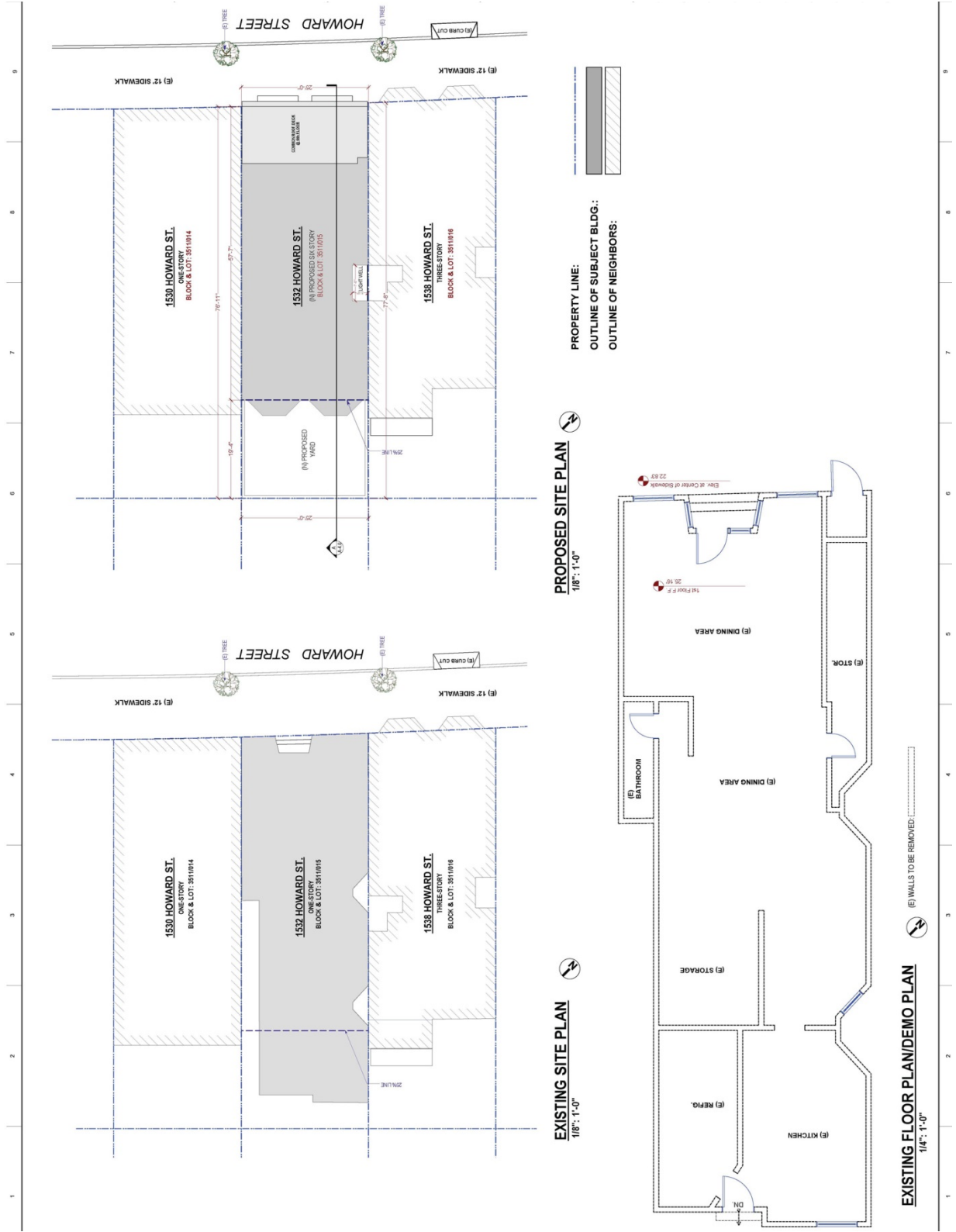
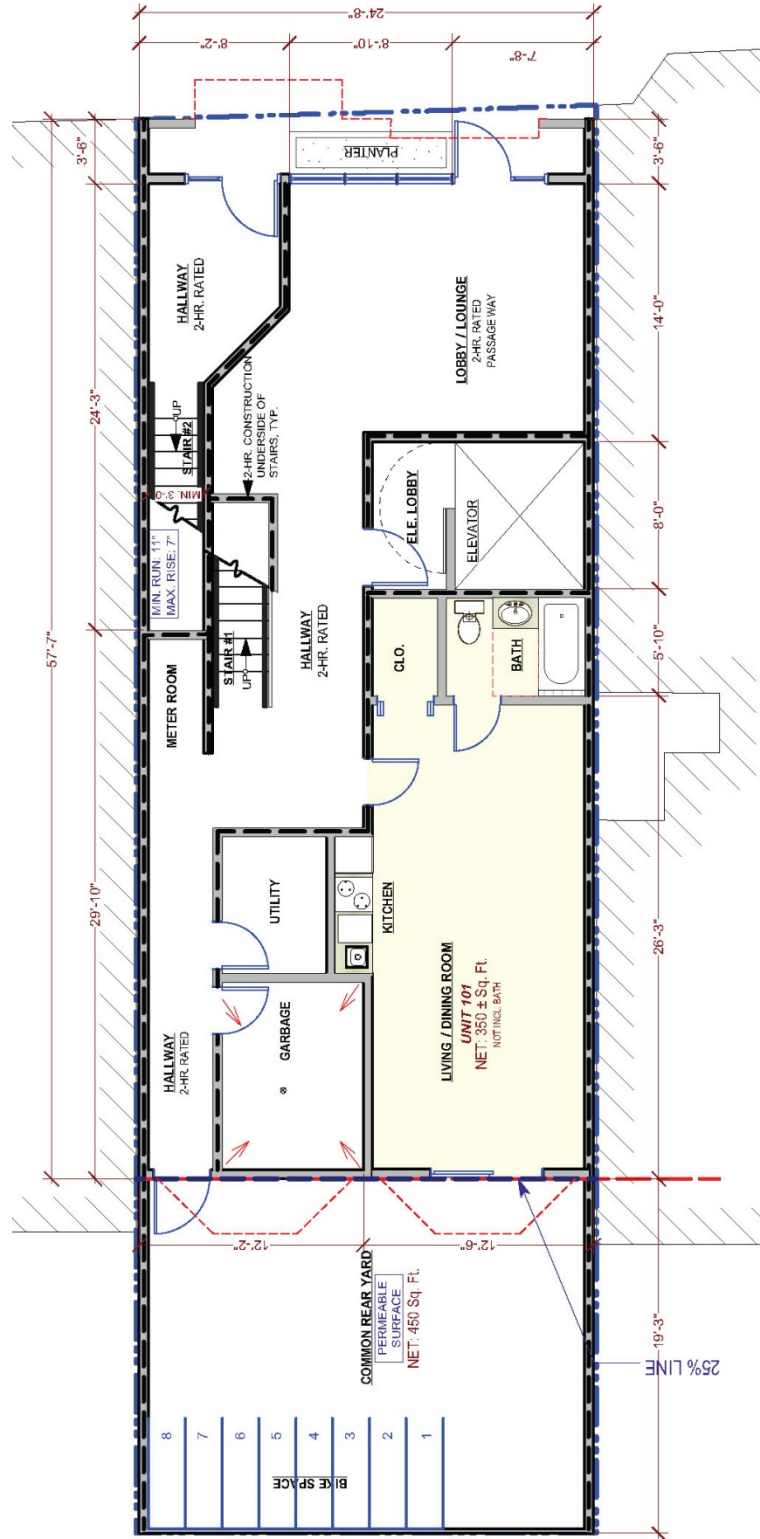


FIGURE 2 – SITE PLAN



1532 Howard St.
San Francisco, CA

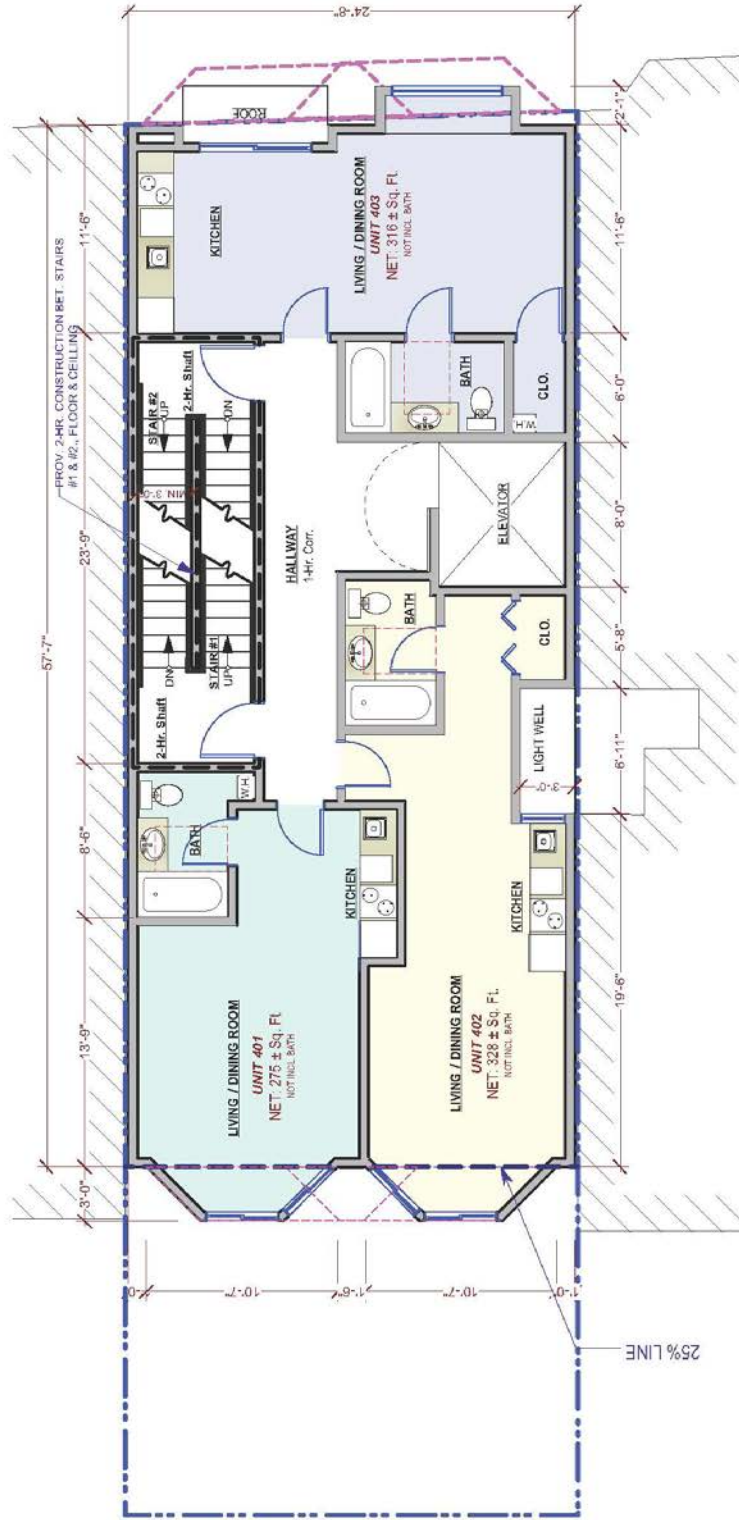
FIGURE 3 – FIRST FLOOR PLAN



FIRST FLOOR PLAN
1/8" = 1'-0"

1532 Howard St.
SAN FRANCISCO, CA

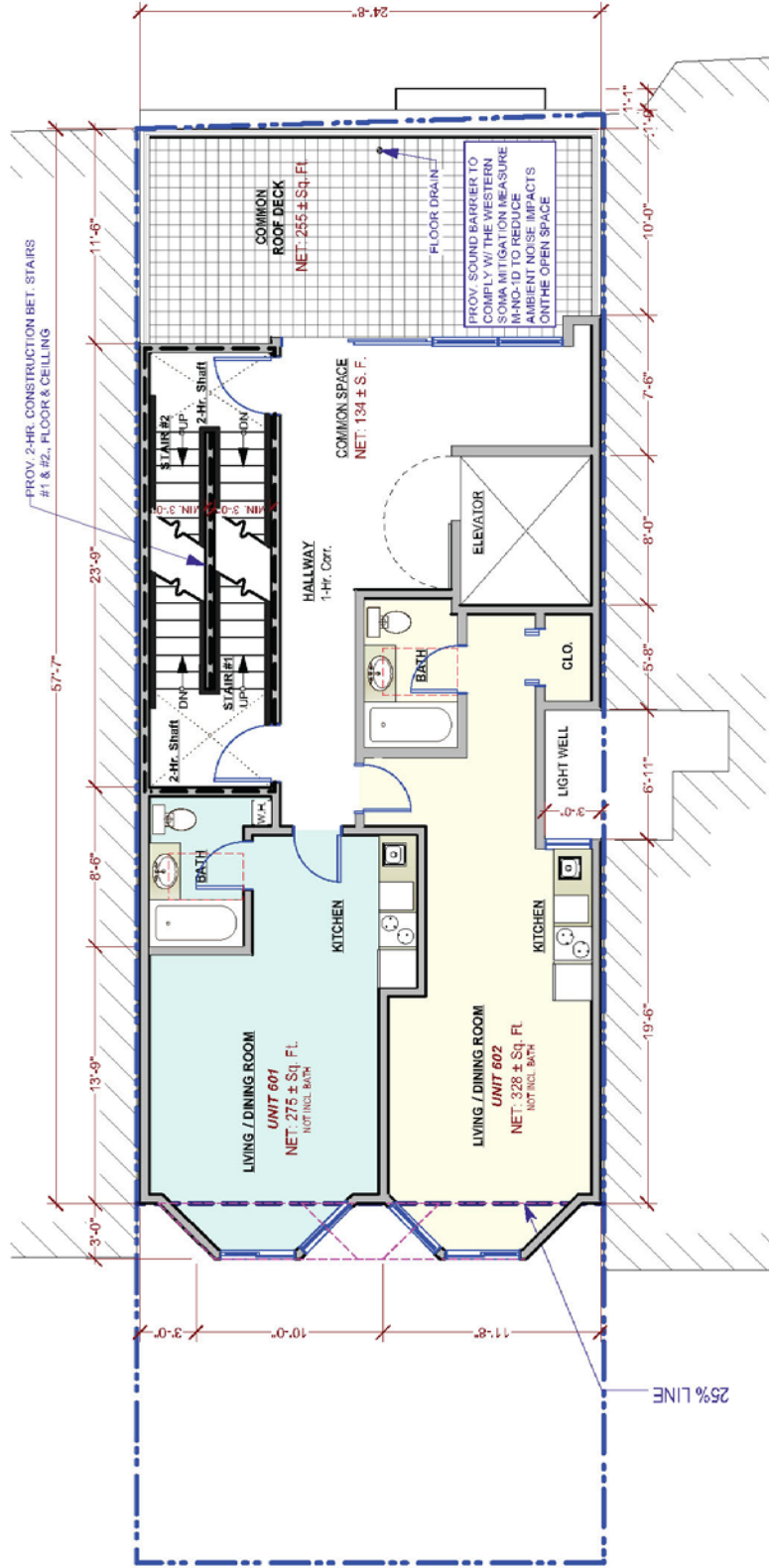
FIGURE 4 – FOURTH FLOOR PLAN
(REPRESENTATIVE OF FLOORS TWO THROUGH FIVE)



Proposed 4th Floor Plan
1/8" = 1'-0"

1532 Howard St.
San Francisco, CA

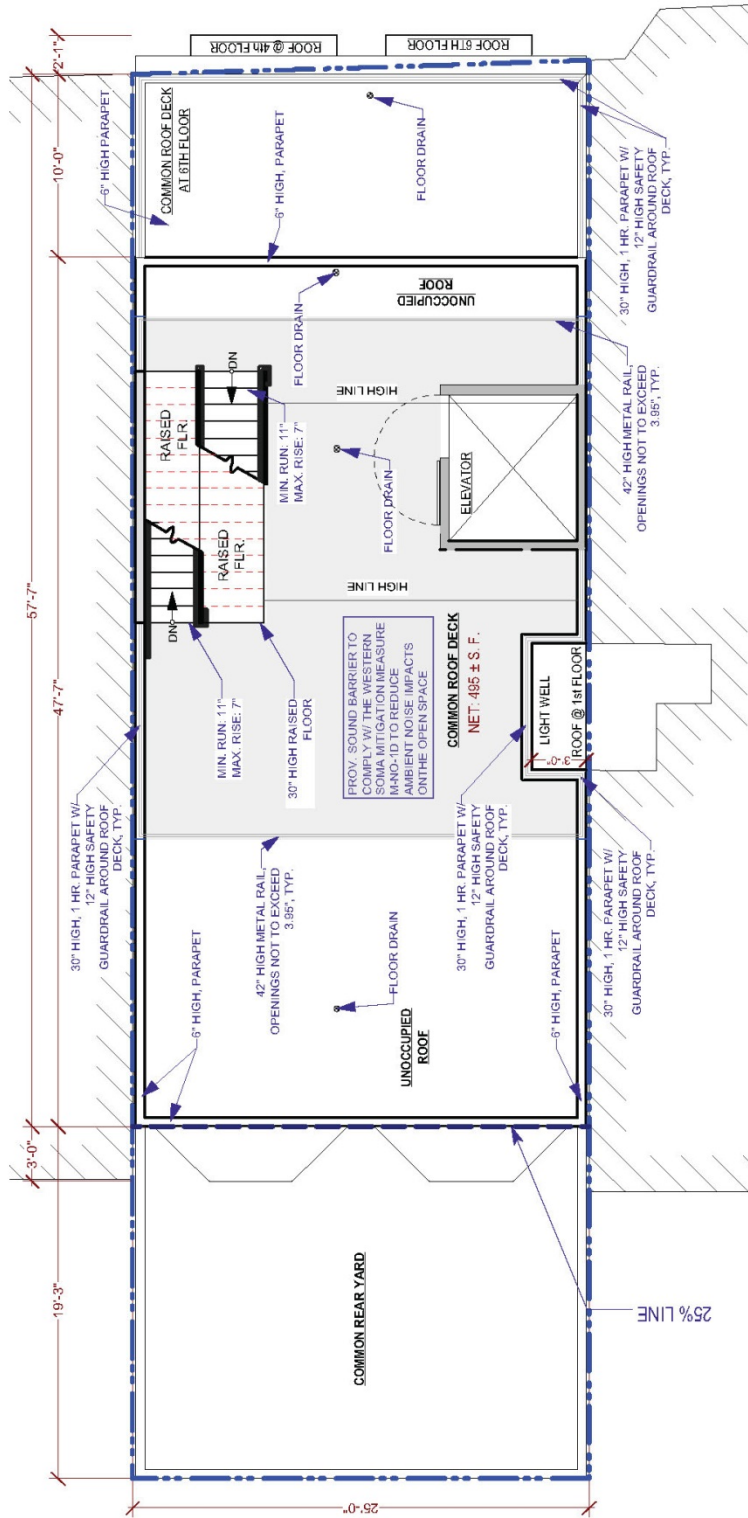
FIGURE 5 – SIXTH FLOOR PLAN



SIXTH FLOOR PLAN
1/8" = 1'-0"

1532 Howard St.
San Francisco, CA

FIGURE 6 – ROOF PLAN



ROOF PLAN
1/8" = 1'-0"



FIGURE 7 – FRONT (NORTH) ELEVATION

1532 Howard St.
San Francisco, CA



FRONT ELEVATION

1/8" = 1'-0"

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).³ The CPE Checklist evaluates 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 Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Mitigation measures were identified for the above impacts—aside from shadow—and were determined to reduce said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), air quality (program-level Toxic Air Contaminants [TACs] and Fine Particles [PM_{2.5}] pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would result in demolition of the existing 1,650-sf building and construction of a 55-foot-tall building containing 15 SRO dwelling units, two common roof decks totaling about 750 sf, and a 450-sf common rear yard with eight Class 1 bicycle spaces. No off-street vehicular parking would be provided. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

³ 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 March 2, 2015.

- 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 Public Resources Code Section 21099 and San Francisco's eligibility criteria for Transit-Oriented Infill Projects⁴ because the project is residential, located on a previously developed site that is surrounded by existing development, and within one-half mile of the Civic Center BART station, light rail lines F, J, KT, L, M, N, S and T on Market Street, and bus lines 9, 14, 47, and 49, among others.

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

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⁴ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1532 Howard Street, December 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1305E.

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

Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, maintaining the mixed character of the area by encouraging residential and commercial development.^{5,6}

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

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

⁵ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1532 Howard Street, January 8, 2015. This document is on file and available for review as part of Case File No. 2013.1305E.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1532 Howard Street, April 14, 2015. This document is on file and available for review as part of Case File No. 2013.1305E.

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

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

The proposed project’s residential use is expected to add approximately 15-34 residents to the site (the higher estimate is based upon an average household size of 2.25 persons per unit for Census Tract 177, although given that the proposal is for SRO units, the units are intended for single occupancy).⁷ 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 (see PEIR Table 4.C-3 Existing and Anticipated Households, Population, and Employment in the Project Area).

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

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"/>
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"/>

⁷ Table B25010 Average Household Size of Occupied Housing Units by Tenure. 2009-2013 American Community Survey 5-Year Estimates.

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 determined that future development facilitated through the changes in use districts and height limits under the Western SoMa Community Plan could indirectly result in the demolition of individual historic architectural resources or contributing resources to a historic district located in the Plan area, causing a substantial adverse change in the significance of a historical resource (PEIR Impact CP-1) and, by encouraging a development trend of demolition and alteration of historical resources, contribute considerably to significant cumulative historical resources impacts (PEIR Impact C-CP-1). These impacts, determined to be significant and unavoidable, were addressed in the Statement of Overriding Considerations with findings and adopted as part of the Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project approval on March 19, 2013.

The proposed project would result in the demolition of a one-story, stucco and wood frame commercial building constructed in 1907. Under CEQA, historic resource analysis is a two-step process: the first is to determine whether the project site contains historical resource(s) as defined in Section 15064.5(a)(3) of CEQA; and, if so, the second is to evaluate whether the proposed project would cause a substantial adverse change to that resource. The project site is within the Western SoMa Light Industrial and Residential Historic District (District) and was evaluated as part of the South of Market Historic Resource Survey (Survey) adopted by the Historic Preservation Commission on February 16, 2011.⁸ The Survey determined that the District appears eligible for listing in the National Register of Historic Places.

However, the Survey also assigned the existing 1532 Howard Street building and lot a California Historic Resource Status Code (CHRSC) of "6Z," which defines the property as "ineligible for National Register, California Register or local designation through survey evaluation." The project site and existing structure were also not among the 686 properties determined to be contributing resources to the Western SoMa Light Industrial and Residential Historic District. These findings are consistent with the Planning Department's Preservation Team Review of the proposed project.⁹ As such, the proposed project would not result in the demolition or alteration of any historic resource or contribute to the significant historic resource impacts identified in the Western SoMa PEIR.

In regards to the compatibility of the proposed structure's design with the Western SoMa Light Industrial and Residential Historic District, a design review analysis for the project concluded that "[w]hile the proposed design is compatible in terms of materials and some features, it is less compatible in terms of window type and size, overall size and scale, and massing, especially in relation to the other residential buildings on the block."¹⁰ The Planning Department reviewed and concurred with this design review analysis. While noting that building was found to be a non-contributor to the Western SOMA Light

⁸ Refer to http://sf-planning.org/ftp/files/gis/SouthSoMa/Docs/2009-09-03_DPR523D-WesternSOMALightResident_WithAppendix.pdf.

⁹ Sucre, Richard, San Francisco Planning Department. *Preservation Team Review form, 1532 Howard Street*. March 19, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.1305E.

¹⁰ Carey & Co. Inc. Architecture. *1532 Howard Street Design Review Analysis for Adherence to the Secretary of the Interior's Standards*. June 23, 2014 - Draft. This document is on file and available for review as part of Case File No. 2013.01305E.

Industrial and Residential Historic District, the Planning Department recommended certain changes in the design of the project that would, if implemented, result in a structure that is more compatible with the District.¹¹ These recommended changes are aesthetic in nature and include alterations to the fenestration pattern to provide more vertically oriented window openings, articulation of the cornice in a manner more consistent with residential roofline features within the District, and changes to the massing of windows to reflect the strong vertical pattern of projecting bays along the subject block. New plans responding to the recommended changes were received by the Planning Department on February 3, 2015 and comprise the project plans analyzed for this Community Plan Exemption. In its review of the revised project plans, the Planning Department concluded that “the proposed project will comply with all nine of the [Secretary of the Interior’s] Standards and would not cause an impact to the historic district such that the significance of the district would be materially impaired.”¹² Accordingly, the proposed structure would not impair the integrity of the Western SoMa Light Industrial and Residential Historic District. Therefore, neither the demolition of the current structure (as discussed, not a historic resource or a contributing resource to the District) nor construction of the proposed structure would result in a significant impact to historic architectural resources under CEQA.

The Western SoMa PEIR anticipated that project-specific construction activity could result in substantial damage to adjacent properties identified as historic resources. PEIR Mitigation Measures M-CP-7a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-7b (Construction Monitoring Program for Historical Resources) require project sponsors, in consultation with the Planning Department, to determine whether historic buildings are within 100 feet (if pile driving is proposed) or 25 feet (if heavy equipment is proposed) of a construction site. If so, the project sponsor must ensure that contractors use all feasible means to avoid damage to those historic buildings during demolition and construction (PEIR Mitigation Measure M-CP-7a), and undertake a monitoring program to ensure that any such damage is documented and repaired (PEIR Mitigation Measure M-CP-7b). Pile driving would not be used for construction of the proposed project, but heavy equipment would be used for portions of the construction. The apartment buildings immediately south of the project site (1538-1542 Howard Street) and west (83 Lafayette Street) are designated as Category A historic resources and within 25 feet of excavation for the proposed project. Accordingly and pursuant to PEIR Mitigation Measure M-CP-7a and PEIR Mitigation Measure M-CP-7b (identified as Project Mitigation Measures 1 and 2 under Mitigation Measures at the end of this checklist), the project sponsor shall:

1. Incorporate into construction specifications a requirement that contractors use all feasible means to avoid damage to the structures at 1542 Howard Street and 83 Lafayette Street, including use of construction techniques that reduce vibration, use of appropriate excavation shoring methods, and use of adequate security to minimize risks of vandalism and fire; and
2. Prepare and implement a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired.

The existing structure is not a historic resource and does not contribute to the Western SoMa Light Industrial and Residential Historic District. With implementation of Project Mitigation Measures 1 and 2 to ensure avoidance of impacts to neighboring historic architectural resources, the proposed project would not

¹¹ Letter to Aidin Massoudi, SIA Consulting Corporation, from Gretchen Hilyard, Preservation Planner, San Francisco Planning Department. January 5, 2015. This document is on file and available for review as part of Case File No. 2013.1305E.

¹² Sucre, Richard, San Francisco Planning Department. *Preservation Team Review form, 1532 Howard Street*. March 19, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.1305E.

result in significant impacts to historic architectural resources. Furthermore, the project would not result in significant impacts to historic 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 to archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a (Project-Specific Preliminary Archeological Assessment) and PEIR Mitigation Measure M-CP-4b (Procedures for Accidental Discovery of Archeological Resources) apply to projects involving soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. The geotechnical report for the proposed project recommends foundation support (e.g., helical piers, drilled piers or torque-down piles) to a depth of approximately 16 feet below-grade in an area where no previous archeological studies have been prepared.¹³ As the project would be subject to PEIR Mitigation Measure M-CP-4a the Planning Department conducted a Preliminary Archeological Review (PAR) of the project and determined that it would not have the potential to adversely affect archeological resources on the site with implementation of PEIR Mitigation Measure M-CP-4b (identified as Project Mitigation Measure 3 under the Mitigation Measures section at the end of this checklist).¹⁴ Project Mitigation Measure 3 requires distribution of the San Francisco Planning Department archeological resource “ALERT” sheet to the project contractors and field personnel prior to any soils-disturbing activity. The “ALERT” sheet provides guidance to project field personnel regarding recognition of potential historic resources that may be encountered during soils-disturbing activities and specific procedures to protect potential historic resources if they are encountered.

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

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

¹³ Herzog Geotechnical Consulting Engineers. *Geotechnical Investigation 1532 Howard Street, San Francisco, California*. October 17, 2013. This document is on file and available for review as part of Case File No. 2013.01305E.

¹⁴ Randall Dean, San Francisco Planning Department. *Environmental Planning Preliminary Archeological Review: 1532 Howard Street*. February 6, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2013.1305E.

<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) 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.

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

The Western SoMa PEIR also anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Other mitigation measures were identified to reduce transit impacts and level of service impacts at the Eighth/Harrison/I-80 westbound offramp. However, even with mitigation, 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.

The proposed project involves the demolition of an existing one-story building and construction of a new six-story, 55-foot-tall building with 15 SRO dwelling units, eight Class 1 bicycle spaces and no off-street vehicular parking. Trip generation (vehicular, public transit, bicycling, walking), parking demand and loading demand resulting from the proposed project were calculated using information in the 2002 *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁵

Trip Generation

Based upon 2008-2012 American Community Survey travel data for Census Tract 177, the proposed project would generate an estimated 113 person trips (inbound and outbound) on a weekday daily basis, consisting

¹⁵ San Francisco Planning Department, Transportation Calculations for 1532 Howard Street, December 11, 2014. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1305E.

of 37 person trips by auto, 52 person trips by transit, 13 person trips by walking and 11 person trips by other modes. Six of the 37 person trips by auto would occur during the p.m. peak hour.

Traffic

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

The Western SoMa PEIR identified significant and unavoidable level of service impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp, Sixth Street/Brannan Street/I-280 ramps, and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp, which are one-half or more miles from the project site. LOS impacts for the remaining 17 intersections analyzed in the PEIR were found to be less than significant.

The proposed project would generate approximately six vehicle trips during the p.m. peak hour that would travel through the surrounding intersections, an amount that would not substantially increase traffic volumes at nearby intersections, substantially increase average delay such that intersections currently operating at acceptable LOS would deteriorate to an unacceptable LOS, or substantially increase average delay at intersections that currently operate at an unacceptable LOS.

Given its small size and the limited number of regional trips project residents might make via the ramps to and from I-80 and I-280, the proposed project would also not contribute considerably to cumulative traffic conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

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

Transit

The project site is located within a half mile of the BART Civic Center station and stops for several local transit routes, including Muni lines 6 Parnassus, 9 San Bruno, 14 and 14L Mission, 47 Van Ness, 49 Van Ness/Mission and the 85 Market. Both Muni Light Rail stops at the Civic Center and Van Ness/Market Street are within a half mile of the project site, providing access to the F Market, J Church, K Ingleside, M Oceanview, N Judah, and T Taraval lines. The proposed project would be expected to generate 52 daily transit trips, including nine during the p.m. peak hour, a negligible portion (less than one percent) of the Western SoMa Plan peak-hour transit trips estimated in the transit demand analysis presented in the PEIR.

Given the wide availability of nearby transit, the addition of nine p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts to local or regional transit service would result.

The Western SoMa PEIR determined that impacts in regards to an exceedance of the capacity utilization standards for Muni lines or regional transit providers would be less than significant. The estimated increase in transit demand associated with the proposed project would be accounted for in the transit demand analysis presented and analyzed in the PEIR and, thus, would not have a substantial effect on the local and regional transit providers under cumulative conditions. Based on the findings presented above, the proposed project would not result in any new transit impacts that were not previously identified in the PEIR nor require any additional mitigation measures beyond those recommended in the PEIR.

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

Pedestrians and Cycling

The project site is located within an established pedestrian network comprised of continuous sidewalks, curb-ramps and painted crosswalks at signalized intersections. Based on field observations, pedestrian volumes are generally light within the study area and no overcrowding or obvious pedestrian-related deficiencies were observed in the vicinity of the project site. The proposed project would generate approximately 13 daily pedestrian trips and two trips during the typical p.m. peak hour, an amount that would be accommodated by the local pedestrian network without a deterioration of existing conditions.

In regards to cycling, the project site is 225 feet south of a bicycle lane on 11th Street that connects to San Francisco's designated network of bicycle routes and lanes, providing convenient cycling access to the south of Market neighborhood as well as the Mission Bay, Waterfront, Downtown, and Mission Districts. The local bicycle network would accommodate the modest increase in bicycle use that could occur with the proposed project.

Loading

The evaluation of loading impacts, as presented in the Western SoMA PEIR, was specific to individual development projects, providing an overall comparison of proposed loading space supply to the Planning Code requirements and discussing the extent to which the estimated daily and peak-hour loading demand would affect loading conditions throughout the Plan area. The PEIR found that individual developments associated with the Plan would include off-street loading spaces consistent with *Planning Code* requirements and determined that the loading impacts generated by these developments would have a less than significant impact. The PEIR did include Mitigation Measure M-TR-4 to reduce a potentially significant impact to existing yellow commercial vehicle loading/unloading zones along Folsom Street associated with the proposed transportation improvements (e.g., construction of sidewalk extensions, bulbouts) to a less-than-significant impact.

PEIR Mitigation Measure M-TR-4 would not apply to the proposed project because it is not located on Folsom Street and the proposed project would not contribute to a loading impact there. Furthermore, no loading impacts would ensue on Howard Street due to the proposed project's negligible demand for loading of less than one truck per hour.

Parking

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

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

The proposed project meets each of the above three criteria: it is located in a transit priority area and well-served by nearby local and regional public transit; it is on developed infill site in a thoroughly urbanized

area of the City; and it is a residential project that will provide 15 SRO units.¹⁶ Thus, the adequacy of parking in determining the significance of project impacts under CEQA will not be considered. However, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis is provided for informational purposes.

The parking demand for the new residential use associated with the proposed project was determined using the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking was estimated to be 17 spaces. As the project would not provide any off-street parking spaces, there would be an unmet demand of an estimated 17 spaces. At this location, the unmet parking demand could be accommodated by existing on-street and off-street parking spaces within a reasonable distance of the project site. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Furthermore, the proposed project is located in the WMUG zoning district and, pursuant to Planning Code Section 151.1, would not be required to provide any off-street parking spaces. The proposed project does not include any off-street parking. However, it should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought.

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 Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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

¹⁶ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1532 Howard Street, December 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1305E.

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. Given that the unmet demand of 17 spaces could be met by existing facilities and that the proposed project site is well-served by transit and bicycle facilities, the proposed project’s parking shortfall would not result in significant delays or hazardous conditions.

<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>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, office, and cultural/institutional/educational 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 noise impacts from pile driving and other construction activities. Six noise mitigation measures were identified that would reduce noise impacts to less-than-significant levels.

PEIR 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 dBA¹⁷ (L_{dn})¹⁸, where such development is not already subject to the California

¹⁷ 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.

Noise Insulation Standards in Title 24 of the California Code of Regulations. PEIR Mitigation Measure M-NO-1a does not apply to the proposed project because, as a residential use, it is subject to Title 24.

PEIR 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 result in construction of a new six-story residential building—a noise sensitive use—in an area where traffic-related noise exceeds 60 dBA (L_{dn}). PEIR Mitigation Measure M-NO-1b would apply to the proposed project because the project would be subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Accordingly, the project sponsor conducted an environmental noise study that provides recommendations for acoustical standards for glazing and window types, exterior walls and entrances, that would allow the proposed project to feasibly attain acceptable interior noise levels consistent with the Western SoMa PEIR and Title 24.¹⁹ The Environmental Noise Study and its recommendations were reviewed by the San Francisco Department of Public Health (DPH), Environmental Health Division.²⁰ The proposed project is therefore in compliance with Western SoMa PEIR Mitigation Measure M-NO-1b. During the permit review process, the Department of Building Inspection (DBI) would review the proposed plans and ensure that noise attenuation measures are included in the design and that the project meets Title 24 interior noise standards.

PEIR 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's residential use does not include noise-generating uses; thus Mitigation Measure M-NO-1c is not applicable to the project.

PEIR Mitigation Measure M-NO-1d (Open Space in Noisy Environments) requires that open space associated with new development that has noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space. As the project proposes a noise-sensitive use with provision of open space on, and on top of, the sixth floor, PEIR Mitigation Measure M-NO-1d would apply to the project. The environmental noise study recommends that the common outdoor decks on, and on top of, the sixth floor include a two-foot high solid barrier in addition to the 30 inch, 1-hour rated parapet as shown in Figures 5, 6 and 7. The San Francisco DPH concurred with this recommendation.²¹ Compliance with Western SoMa PEIR Mitigation Measure M-N-1d, included as Project Mitigation Measure 4 in the Mitigation Measures section below, would reduce impacts to the proposed project's open space to less than significant.

Western SoMa PEIR Mitigation Measures M-NO-2a: General Construction Noise Control Measures and PEIR M-NO-2b: Noise Control Measures during Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. Site preparation for the proposed project would include demolition, excavation, ground clearing, shoring, utility and street improvements, and concrete work. Construction activities would include structural framing, exterior finishes, interior

¹⁸ 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.

¹⁹ Wilson Ihrig & Associates. *Environmental Noise Study Report 1532 Howard Street Residential Project San Francisco, California*. June 29, 2014. This report is available for review as part of Case No. 2013.1305E.

²⁰ Jonathan Piakis, San Francisco Department of Public Health. *Email to Chris Thomas, San Francisco Planning Department*. November 21, 2014. This email is available for review as part of Case No. 2013.1305E.

²¹ Jonathan Piakis, San Francisco Department of Public Health. *Email to Chris Thomas, San Francisco Planning Department*. November 21, 2014. This email is available for review as part of Case No. 2013.1305E.

framing, and interior finishes. The noisiest of these activities is typically excavation and grading, when heavy machinery would be in use. Compliance with Western SoMa PEIR M-NO-2a, included as Mitigation Measure 5 in the Mitigation Measures section below, would result in less-than-significant impacts resulting from demolition of the existing one-story building and construction of the new six-story residential building.

The Geotechnical Report prepared for the proposed project provides recommendations for the use and installation of various types of foundations (spread footings, mat, drilled piers) which would not involve pile-driving.²² Since installation of the various types of foundations would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, PEIR Mitigation Measure M-NO-2b would not apply to the proposed project.

In addition, all construction activities for the proposed project must comply with the San Francisco Noise Ordinance found in Article 29 of the San Francisco Police Code (Noise Ordinance). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA (L_{dn}) 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 DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the project site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.) and 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 nine to ten months, occupants of the nearby properties could, at times, be disturbed by construction noise. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and, as the contractor would be subject to and must comply with the Noise Ordinance and project Mitigation Measure 5, restricted in occurrence and level. Compliance with the Noise Ordinance and project Mitigation Measure would reduce any construction-related noise effects on nearby residences to less than significant.

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.

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

²² Herzog Geotechnical Consulting Engineers. *Geotechnical Investigation 1532 Howard Street, San Francisco, California*. October 17, 2013. This document is on file and available for review as part of Case File No. 2013.01305E.

<i>Topics:</i>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
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 with 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 (SFBAAB). The May 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria for determining whether a project’s criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.²³ If a project meets the screening criteria, then the lead agency or applicant does not need to perform a detailed air quality assessment of the proposed project’s air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact.

Western SoMa PEIR Mitigation Measure M-AQ-6 (Construction Emissions Minimization Plan for Criteria Air Pollutants) requires projects that exceed the screening levels for criteria air pollutants to undergo an analysis of the project’s construction emissions. The proposed project’s 15 SRO units do not exceed the screening criteria (240 dwelling units for construction and 451 dwelling units for project operations) provided in the BAAQMD Air Quality Guidelines for construction and operational criteria air pollutants and PEIR Mitigation Measure M-AQ-6 does not apply.

²³ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2012.

PEIR Mitigation Measure M-AQ-2 (Transportation Demand Management Strategies for Future Development Projects) is required for projects generating more than 3,500 vehicle trips or that would result in criteria pollutant emissions above significance thresholds. As the proposed project would generate approximately 37 daily vehicle trips, and would be well below the operational screening criteria discussed above, PEIR Mitigation Measure M-AQ-2 would not apply.

Demolition and construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. 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 avoid orders to stop work by DBI. The proposed project would be subject to and comply with the Construction Dust Control Ordinance, ensuring that these impacts would remain less than significant.

Health Risk

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

The proposed project would site sensitive land uses (i.e., residents) within an identified Air Pollutant Exposure Zone. In regards to the future residents of the proposed project, Western SoMa PEIR Mitigation Measure M-AQ-3 (Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors) requires projects siting sensitive receptors in areas of poor air quality to incorporate upgraded ventilation systems with filtration equivalent to MERV-13 in order to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. Article 38 now preempts PEIR Mitigation Measure M-AQ-3 and the sponsor will be required to provide an enhance ventilation system for the building. Compliance with Article 38 would therefore result in less-than-significant air quality impacts on sensitive receptors.

PEIR Mitigation Measure 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 toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources. As the proposed project is residential, it would neither generate substantial levels of TACs nor include installation of equipment that would generate substantial levels of TACs. Therefore, Mitigation Measure M-AQ-4 does not apply.

In regards to health risks associated with construction, 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. PEIR Mitigation Measure M-AQ-7 (Construction Emissions

Minimization Plan for Health Risks and Hazards) requires projects proposing construction in areas of poor air quality to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. PEIR 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). Construction would last approximately nine to ten 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 an area already adversely affected by poor air quality. Thus, PEIR Mitigation Measure M-AQ-7 is applicable to the proposed project, and is detailed under Project Mitigation Measure 6 in the Mitigation Measures section below. 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 impacts on air quality that were not identified in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 been measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.²⁴ The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy.²⁵ 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 the proposed project’s contribution to

²⁴ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

²⁵ San Francisco Planning Department. *Compliance Checklist for Greenhouse Gas Analysis, 1532 Howard Street*, April 9, 2015. This document is available for review as part of Case File No. 2013.1305E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the scope of 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 proposed 54-foot-tall building would not contribute to the significant wind impact identified in the Western SoMa PEIR because it would not exceed 80 feet in height. Therefore, PEIR 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 involve demolition of an existing one-story commercial building and construction of a six-story, approximately 54-foot tall mixed-use residential building (62-feet including elevator penthouse); 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, or public or

private schools.²⁶ The shadow analysis is conservative in that it demonstrates shadow effects without accounting for intervening buildings. The shadow fan analysis determined that the project would not cast shadows on any property owned by the San Francisco Recreation & Parks Department, or on any other public or private parks or schools.

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

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

<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.

²⁶ San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 1532 Howard Street*. January 23, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1305E.

<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>
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. No mitigation measures were identified in the PEIR.

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

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

<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 Plan area consists of structures that have been in various types of production, distribution and repair uses for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less-than-significant level. PEIR 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. PEIR Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished.

The proposed project would involve demolition of vacant one story commercial building and would therefore be subject to PEIR Mitigation Measures M-BI-1a and 1b, requiring pre-construction bird and bat surveys to be conducted prior to demolition in order to reduce this impact to a less-than-significant level. PEIR Mitigation Measure M-BI-1a is detailed as Project Mitigation Measure 7 and PEIR Mitigation Measure M-BI-1b is detailed as Project Mitigation Measure 8 in the Mitigation Measures section below.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The geotechnical report prepared for the proposed project states that the project site is underlain by approximately 14 feet of loose to medium-dense clean sand, which is further underlain by alluvium consisting of dense to very dense sand that is incompressible below 16 feet in depth.²⁷ The geotechnical report notes that the project site is not within an Alquist-Priolo Earthquake Fault Zone but is at the margin of a liquefaction hazard zone as identified by the California Division of Mines and Geology. The proposed project would involve a construction of a foundation at a depth of approximately two feet. The geotechnical report recommends foundation support (e.g., helical piers, drilled piers or torque-down piles) be placed to a depth of approximately 16 feet in order to anchor the structure in competent material and minimize potential damage to the structure due to liquefaction. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of a building permit application, require the project sponsor to comply with the recommendations of the geotechnical report prepared for the project.

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

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

²⁷ Herzog Geotechnical Consulting Engineers. *Geotechnical Investigation 1532 Howard Street, San Francisco, California*. October 17, 2013. This document is on file and available for review as part of Case File No. 2013.01305E.

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

The 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.

San Francisco’s Stormwater Management Ordinance applies to projects that will disturb more than 5,000 sf and is therefore not applicable to the proposed project, which would disturb at most about 1,930 sf. The project site is almost entirely covered by the existing building; the 1,437 sf footprint of the proposed building would cover about 75 percent of the project site, leaving approximately 450 sf of open space for future occupants of the proposed project at the rear of the lot. A detailed landscaping plan for the 450 sf open space area has not been prepared but would include a permeable surface such as permeable pavers

along with planting containers or beds around the perimeter.²⁸ As a result, the proposed project would result in a decrease in the amount of impervious surface area on the site, which in turn would decrease the amount of runoff and drainage into the combined sewer system. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa PEIR.

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

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.

²⁸ Phone call between Chris Thomas, Environmental Planner, San Francisco Planning Department, and Amir Afifi, Assoc. AIA, SIA Consulting Corp., May 14, 2015. Phone conversation record is on file and available for review as part of Case File No. 2013.01305E. Please also note annotation regarding a permeable surface on Figure 3 in this CPE.

Hazardous Building Materials

The proposed project would involve demolition of the existing one story commercial building which was built circa 1907. 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. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the project would be required to implement Mitigation Measure M-HZ-2 (Hazardous Building Materials Abatement), identified as Project Mitigation Measure 9 in the Mitigation Measures section, before demolition of the existing structure. Project Mitigation Measure 9 requires the identification, removal and proper disposal of any equipment or materials containing hazardous substances according to applicable federal, state, and local laws prior to the start of work, such as fluorescent light tubes and ballasts and such other fixtures known to contain polychlorinated biphenyls (PCBs) or mercury. Implementation of Project Mitigation Measure 9 would reduce potential impacts of polychlorinated biphenyls (PCBs) or mercury related to hazardous building materials to a less-than-significant level.

Removal and disposal of lead-based paints from the existing building (should it be present) prior to its demolition must comply with Chapter 34, Section 3407 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Chapter 34 applies to buildings for which the original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint.

Removal and disposal of asbestos and/or asbestos-containing materials from the existing building (should it be present) prior to its demolition must comply with Section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD has authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

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

Handling of Potentially Contaminated Soils

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

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by DPH and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require 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 Phase I ESA determines the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.²⁹ The Phase I site assessment revealed no evidence of recognized environmental conditions associated with the subject property. A June 2014 Subsurface Investigation Report³⁰, prepared according to Health Code Section 22A-7 and 8, was reviewed by DPH, who affirmed findings that although there were no significant contamination of the project site soils or groundwater, Benzo (a)-Pyrene and elevated levels of lead and arsenic were found in some shallow samples. Accordingly, DPH requires that the top two feet of soil removed for construction of the proposed building’s foundation be disposed of as a California regulated hazardous waste pursuant to the SMP.³¹ A November 2014 SMP detailing the safe removal of the soil is on file with DPH.³²

Pursuant to preparation of the Phase I ESA, the further analysis presented in the Subsurface Investigation Report and the requirements in the SMP, the proposed project complies with Article 22A of the Health Code and would not result in significant impacts related to hazardous soil and/or groundwater that were not identified in the Western SoMa PEIR.

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

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

²⁹ Sequoia Environmental & Engineering Corporation. *Phase I Environmental Site Assessment Report: 1532 Howard Street, San Francisco, CA 94103*. October 4, 2013. This report is available for review as part of Case No. 2013.1305E.

³⁰ AGS. *Site Investigation Report: 1532 Howard Street, San Francisco, CA 94103*. June 2014. This report is available for review as part of Case No. 2013.1305E.

³¹ Letter from Stephanie K.J. Cushing, MSPH, Principal environmental Health Inspector, San Francisco Department of Public Health, to Brian Kenny re Subsurface Investigation Report (June 2014) 1532 Howard Street, San Francisco. This letter is available for review as part of Case No. 2013.1305E.

³² AGS. *Site Mitigation Plan at 1532 Howard Street San Francisco, California 94103*. November 2014. This report is available for review as part of Case No. 2013.1305E.

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 that is enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Western SoMa PEIR concluded that implementation of the Community Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

<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>
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 impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

MITIGATION MEASURES

Project Mitigation Measure 1: Protect Historical Resources from Adjacent Construction Activities (Western SoMa PEIR Mitigation Measure M-CP-7a)

The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings at 1538-1542 Howard Street and 83 Lafayette Street, using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources (Western SoMa PEIR Mitigation Measure M-CP-7b)

The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet of adjacent historic buildings, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

Project Mitigation Measure 3: Procedures for Accidental Discovery of Archeological Resources (Western SoMa PEIR Mitigation Measure 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 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 Environmental Review Officer (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 archaeological consultant from the pool of qualified archaeological consultants maintained by the 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 EP division of the 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 4: Open Space in Noisy Environments (Western SoMa PEIR Mitigation Measure M-NO-1d).

To minimize ambient noise effects on users of the outdoor decks on and on top of the sixth floor, the project sponsor shall, consistent with the recommendations of the June 26, 2014 Environmental Noise Study Report prepared for this project by Wilson Ihrig and Associates, install a minimum two-foot-high solid barrier, with a surface weight of not less than 4 lbs/sf in addition to the 30 inch, 1-hour rated parapet proposed for both outdoor decks. Implementation of this measure shall be undertaken consistent with other principles of urban design.

Project Mitigation Measure 5: General Construction Noise Control Measures (Western SoMa PEIR Mitigation Measure M-NO-2a).

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall undertake the following:

- Require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- 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.
- 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.
- 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.
- Submit to the San Francisco Planning Department and Department of Building Inspection 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 the Department of Building Inspection, 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 6: Construction Emissions Minimization Plan for Health Risks and Hazards (Western SoMa Mitigation Measure M-AQ-7).

To reduce the potential health risk resulting from project construction activities, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.

All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan shall detail compliance with the following:

Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the 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).³³
 - 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).
 - 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

³³ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

Compliance Alternative	Engine Emission Standard	Emissions Control
		VDECS
3	Tier 2	Alternative Fuel*

*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

**Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

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

Project Mitigation Measure 7: Pre-Construction Special-Status Bird Surveys (Western SoMa Mitigation Measure M-BI-1a).

Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird

species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

Project Mitigation Measure 8: Pre-Construction Special-Status Bat Surveys (Western SoMa Mitigation Measure M-BI-1b).

Prior to building demolition, a pre-construction special-status bat survey by a qualified bat biologist shall be conducted. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

Project Mitigation Measure 9: Hazardous Building Materials Abatement (Western SoMa Mitigation Measure M-HZ-2).

The sponsor shall 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, shall be 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.
