



# SAN FRANCISCO PLANNING DEPARTMENT

## Community Plan Exemption Checklist

*Case No.:* **2013.1390E**  
*Project Title:* **1532 Harrison Street**  
*Zoning/Plan Area:* WMUG (Western SoMa Mixed Use General) Use District  
55/65-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3521/056  
*Lot Size:* 22,163 square feet + 13,500 sq. ft. public ROW  
*Project Sponsor:* Michael Yarne, Build, Inc.  
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*Staff Contact:* Chelsea Fordham – (415) 575-9071; Chelsea.Fordham@sfgov.org

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### PROJECT DESCRIPTION

#### Project Location and Site Characteristics

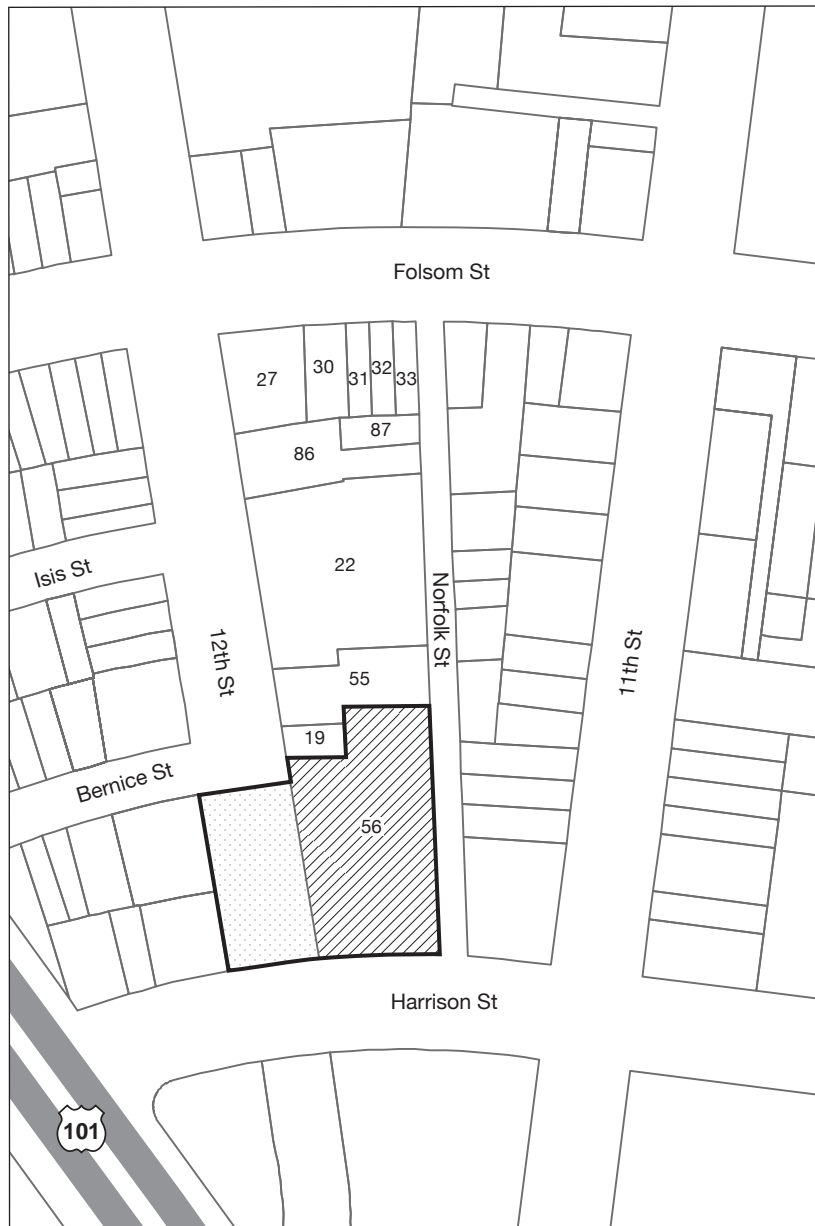
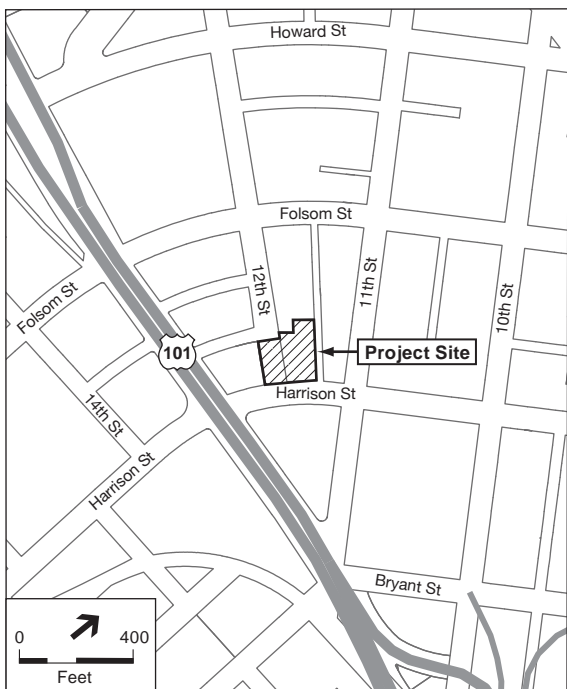
The approximately 35,663-square-foot (0.82-acre) project site is located in San Francisco's Western SoMa neighborhood. The project site comprises two portions: (1) Block 3521, Lot 056, which is a 22,163-square-foot lot located on the north side of Harrison Street between Norfolk Street and 12th Street, and (2) 13,500 square feet of the 12th Street public right of way between Harrison Street and Bernice Street (see **Figure 1**).<sup>1</sup> Lot 056 is a privately held lot while 12th Street belongs to the City and County of San Francisco. The project site is one block east of Division Street and the Central Freeway (Route 101).

Lot 056 is occupied by an approximately 80-space surface parking lot, as well as an approximately 10-foot wide by 95-foot long carport. The lot currently serves as employee parking for a nearby auto dealership. The lot has a 101.5-foot frontage on Harrison Street, a 175-foot frontage on 12th Street, and an approximately 215-foot frontage along Norfolk Street.<sup>2</sup> The lot also extends to the east of a property with an existing two-story Edwardian duplex on 12th Street, which would not be part of the proposed project. Another, smaller surface parking lot is directly adjacent north of Lot 056. There are two street trees on street frontage along Harrison Street, four street trees on the east side of Harrison Street immediately adjacent to Lot 056, and six street trees on the west side of 12th Street, opposite Lot 056.

The 12th Street public right-of-way portion of the project site includes two southbound lanes and one northbound lane. The San Francisco Eagle Tavern is located at the northwest corner of 12th and Harrison Streets, across the street from the project site.

<sup>1</sup> Following San Francisco convention for the South of Market area, Harrison Street and streets parallel to it are considered to run east-west, while 12th Street and streets parallel to it are considered to run north-south.

<sup>2</sup> Norfolk Street, which is less than 30 feet in width, is designated an "alley" under Planning Code Section 102.



SOURCE: ESA

1532 Harrison Street Residential Project

**Figure 1**  
Project Location

The surrounding area largely comprises low-scale, production, distribution, and repair (PDR) uses mixed with housing and small-scale retail. East of the project site, 11th Street contains night club uses. Southeast of the site, a large-scale retailer (Costco) occupies the block bounded by 11th Street, Harrison Street, 10th Street, and Bryant Street. South of the site, the SoMa StrEat Food Park is located at the intersection of 11th Street and 13th Street. A mix of housing, production distribution and repair (PDR), and restaurant and bar uses occupies the blocks southwest of the site, just north of the Central Freeway (which runs above Division Street and 13th Street). Northwest and north of the site are a mix of residential, storage, auto repair, and restaurant uses along Folsom Street, as well as a parking garage on 12th Street north of Folsom Street.

Lot 056 is zoned WMUG (Western SoMa Mixed Use General) Use District and is within a 55/65-X Height and Bulk District. The WMUG Use District is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail, and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The 55/65-X Height and Bulk District allows for 55-foot maximum heights with no bulk limits, or up to 65-foot maximum height with no bulk limits subject to Conditional Use Authorization (Planning Code Section 823(c)(11)(b)). The project site is located within the Western SoMa Community Plan Area of the *San Francisco General Plan*.

## Project Characteristics

The 1532 Harrison Street project (proposed project) would involve the demolition of the existing surface parking lot and carport, and construction of an approximately 125,311-gross-square-foot (gsf) mixed-use development, which would rise to a maximum height of 65 feet and range from six to seven stories, with three mechanical and/or elevator penthouses reaching a height of up to 81 feet above ground level. The proposed project would require excavation approximately 18 feet below the ground surface (bgs) for construction of the below-grade level and foundation. The proposed development would consist of three distinct buildings, separated by two 25-foot-wide landscaped pedestrian alleyways, described by the project sponsor and in this document as “laneways,” sitting some 5 feet below street level, accessible by stairs at each end. The three new buildings would be connected for internal circulation at stories one through six by a series of six-foot-wide, transparent “sky bridges,” which would cross over the mid-section of each of the two new mid-block laneways. At the roof level, these bridges would be open-air.

Approximately 86,513 gsf of the proposed building would be classified as a “Group Housing” use under the *San Francisco Planning Code* (Section 890.88(b)), and approximately 4,236 gsf of the ground floor, would be used for a mix of commercial, retail and/or multi-use/art/workshop space.<sup>3</sup> Approximately 20,449 gsf of basement would be dedicated to off-street parking and residential storage. The remainder of square footage would be dedicated to circulation and building utilities. The buildings would be

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<sup>3</sup> This space is conservatively analyzed herein, for purposes of trip generation, as a combination of retail and restaurant space.

constructed to the lot line and would have setbacks on the upper stories along Norfolk Street. The proposed project characteristics are shown in **Table 1** and the site plan is shown in **Figure 2**. **Figure 3** shows the site plan for the proposed Eagle Plaza open space.

**TABLE 1**  
**PROJECT CHARACTERISTICS**

<b>Proposed Use</b>	<b>Description</b>	<b>Gross Building Area (GSF)<sup>a</sup></b>
Co-living Housing	28 Group Housing units: Co-Living Houses containing approximately 235 Private Suites on Garden Floor through Floor 6	86,513 sq. ft.
Commercial	Ground Floor Retail / Restaurant and Multi-use/Art/Workshop	4,236 sq. ft.
Parking / Storage	103 off-street parking spaces, including 1 car share space and 3 disabled-accessible spaces in garage; 200 Class 1 bike spaces on garden level; 12 Class 2 bike spaces on sidewalks;	20,449 sq. ft.
Utilities		3,262 sq. ft.
Circulation	Stairwells / entryways	10,851 sq. ft.
<b>TOTAL BUILDING SPACE</b>		<b>125,311 sq. ft.</b>
Yard	Two Mid-Block Landscaped Laneways	5,809 sq. ft.
Private Open Space		1,222 sq. ft.
Roof Terrace		5,700 sq. ft.
<b>Subtotal</b>		<b>12,731 sq. ft.</b>
Eagle Plaza Open Space		13,500 sq. ft.
<b>TOTAL PUBLIC AND PRIVATE OPEN SPACE</b>		<b>26,231 sq. ft.</b>

SOURCE: Macy Architecture April 2015.

The residential portion of the project would comprise a collection of approximately 28 co-living houses or group housing units with up to 235 private suites.<sup>4</sup> The largest co-living house would contain 15 private suites, and the smallest would contain seven private suites. The private suites would range in size from approximately 206 square feet to 450 square feet. The suites would come in a range of sizes and options, some with private bathrooms and kitchenettes (equipped with a two-burner stovetop, microfridge and sink), and others without private bathrooms and kitchenettes. In each co-living house the private suites would be clustered around a shared space, ranging in size from 860 gsf to 1,003 gsf. Each of the 28 shared spaces in the 28 co-living houses would contain a kitchen, bathroom facilities, dining area, living area, laundry facility, and an outdoor balcony/garden compliant with the requirements of the American's with Disabilities (ADA). One private suite in each co-living house would be fully ADA accessible.

<sup>4</sup> The proposed group housing units are analyzed herein, for the purposes of trip generation, as residential studio units.





SOURCE: Macy Architecture, 2014

1532 Harrison Street Residential Project

**Figure 2**  
Proposed Project Site Plan



SOURCE: Gehl Studio

1532 Harrison Street Residential Project

**Figure 3**  
Eagle Plaza - Site Plan

The proposed commercial space is intended for 3,123 square feet of retail and/or restaurant use, and would be located at the corner of Harrison and 12th Streets. This space may be subdivided into smaller spaces. A 1,113-square-foot multi-use/art/workshop space would be located off the northernmost laneway, near Norfolk Street. This space could be a co-working space for residents of the co-living project. Floor plans presented in **Figure 4** through **Figure 8**. **Figure 10** presents a cross-section of the proposed development.

The majority of the proposed project's street facades would feature patinated<sup>5</sup> weathering steel on the upper floors above a concrete base, and the interior passageways would be lined in a light-reflecting smooth plaster.

### *Open Spaces and Landscaping*

The proposed project would add two 25-foot-wide mid-block landscaped laneways, sitting approximately 5 feet below street level, accessible by stairs at each end that would provide pedestrian access to interior units and building circulation cores. The laneways would be gated on 12th and Norfolk Streets, and would be accessible to residents. The laneways would be planted with trees and landscaped, and would provide for 5,809 square feet of usable common open space. Private open space in the form of upper-level terraces would add 1,222 square feet of open space. In addition, the building fronting on Harrison Street would include an approximately 5,700-square-foot outdoor roof deck, and the middle and northernmost building volumes would provide rooftop space for potential solar photovoltaic and water heating panels; however, roof decks are not counted towards "usable open space" in the Western SoMa Special Use District (*Planning Code* Section 823), and the project sponsor is, therefore, seeking an exception pursuant to *Planning Code* Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts, to permit the inclusion of the roof deck in the project's total area of usable open space.

Public sidewalks along the project frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street. Six existing street trees would be removed, and new street trees would be planted every 20 feet along the Harrison, 12th, and Norfolk Street frontages in accordance with *Planning Code* Section 138.1(c)(1), totaling about 25 trees that would be planted as part of the proposed project. In total, the proposed project would provide 26,231 square feet of private and common usable open space, including Eagle Plaza.

### *Eagle Plaza*

The proposed project would result in the conversion of approximately 13,500 square feet (approximately 80 feet wide by 170 feet in length) of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, tentatively called "Eagle Plaza."

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<sup>5</sup> On metal, patina is a coating of various chemical compounds on the surface acquired during exposure to atmospheric elements (such as oxygen, rain, and carbon dioxide), a common example of which is rust, which forms on iron or steel when exposed to oxygen.

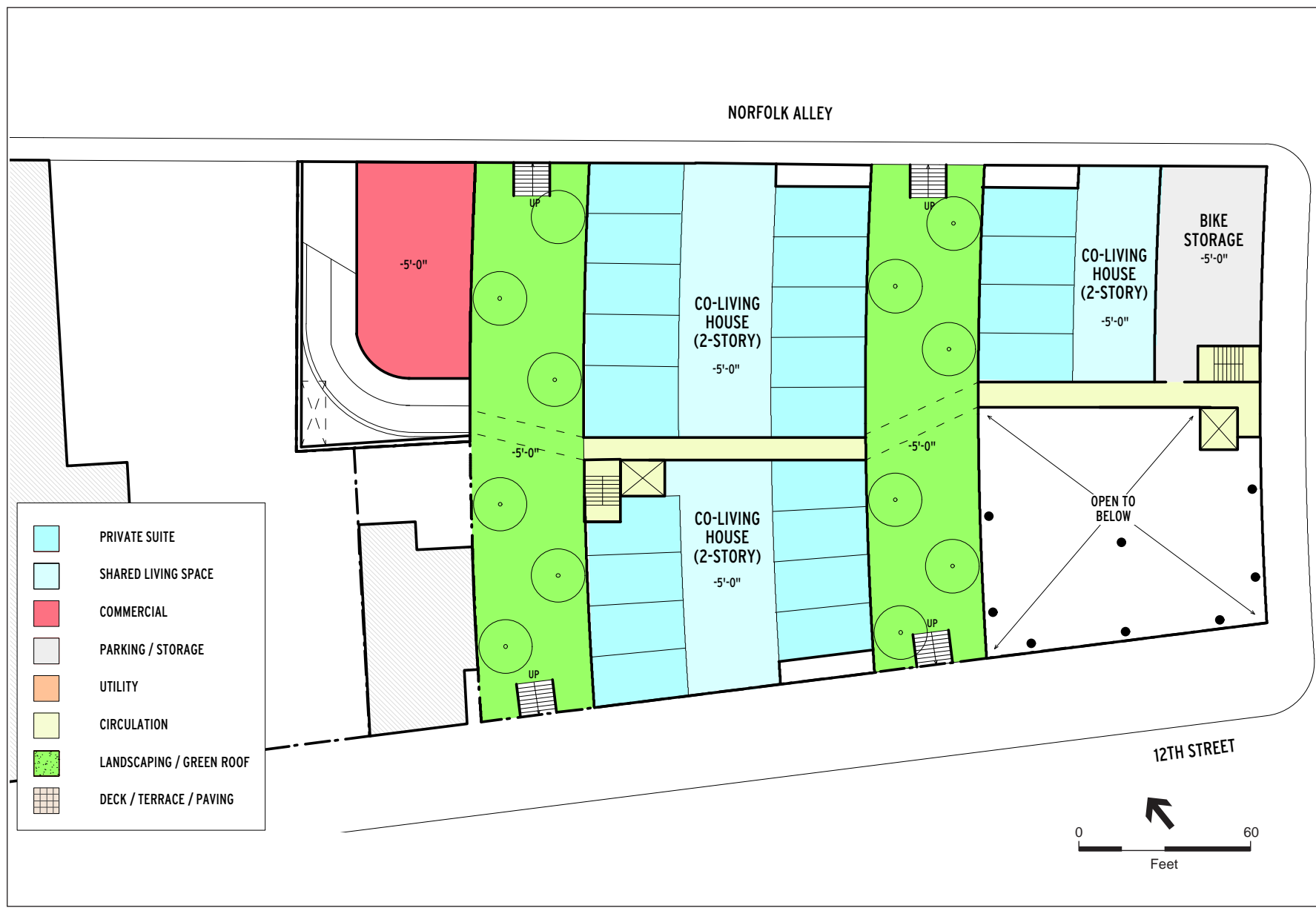


SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 4**  
Proposed Project Basement





SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project  
**Figure 5**  
 Proposed Project Garden Level



SOURCE: Macy Architecture, 2015

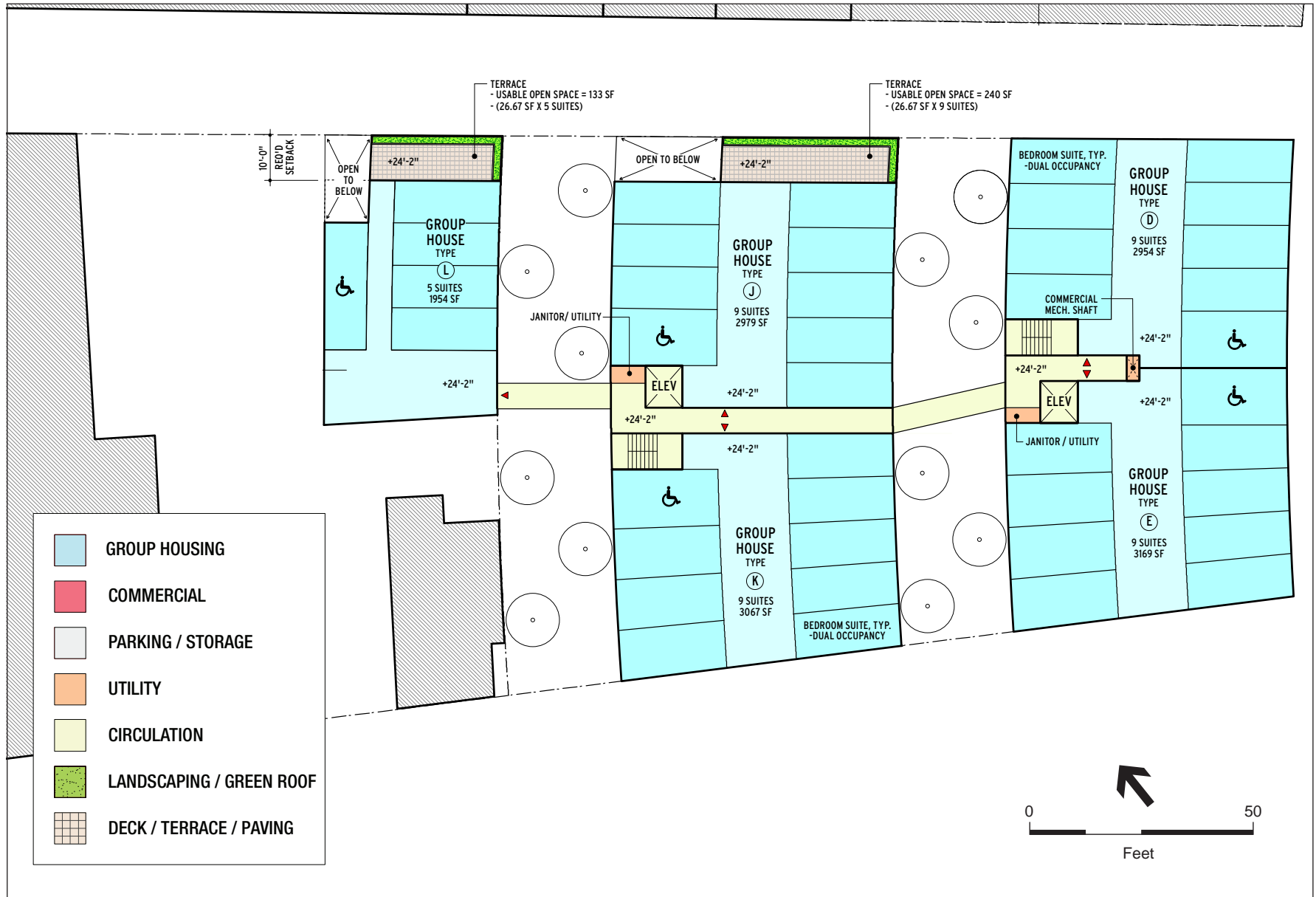
1532 Harrison Street Residential Project

**Figure 6**  
Proposed Project First Floor



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project  
**Figure 7**  
 Proposed Project Second Floor

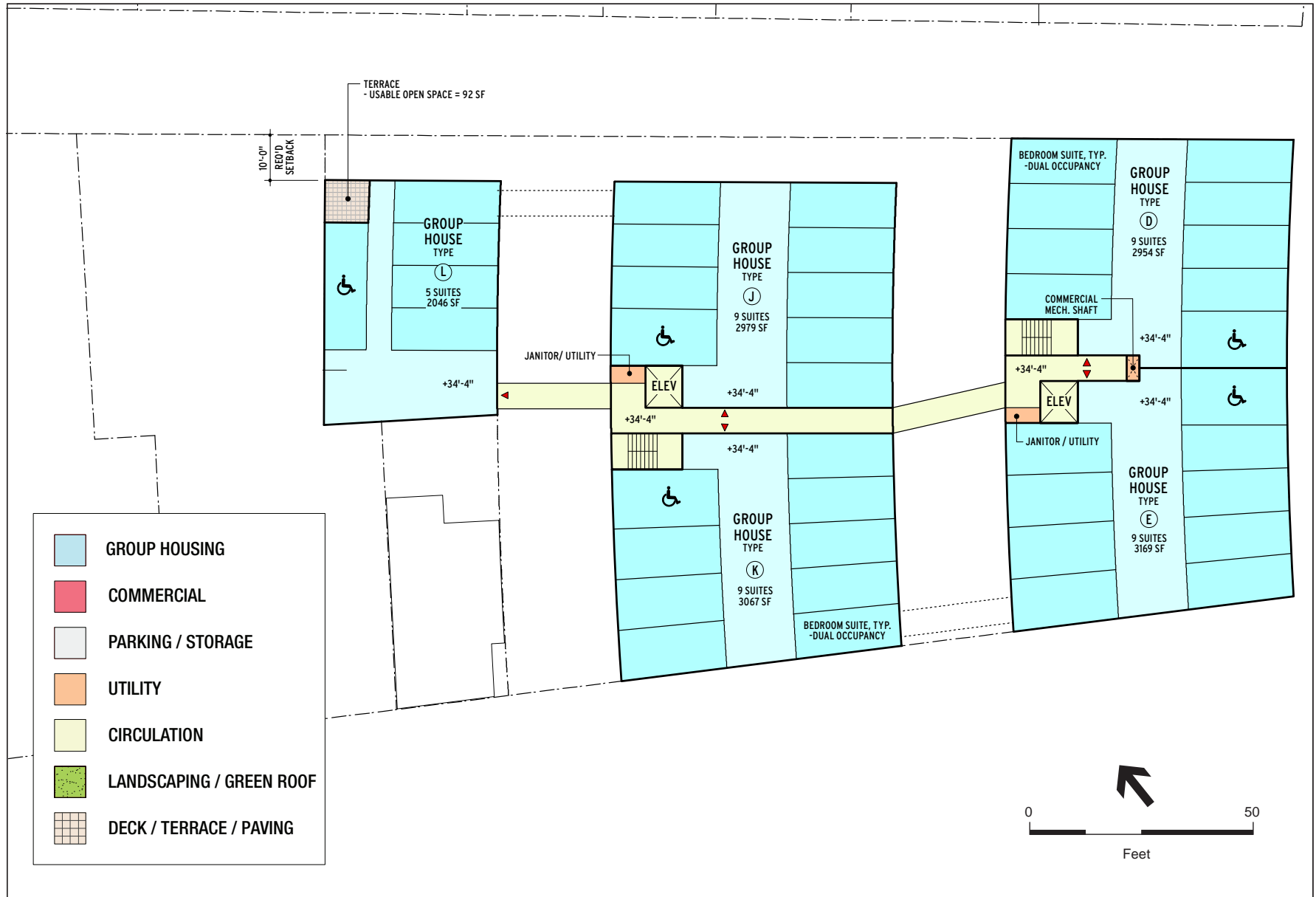


SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

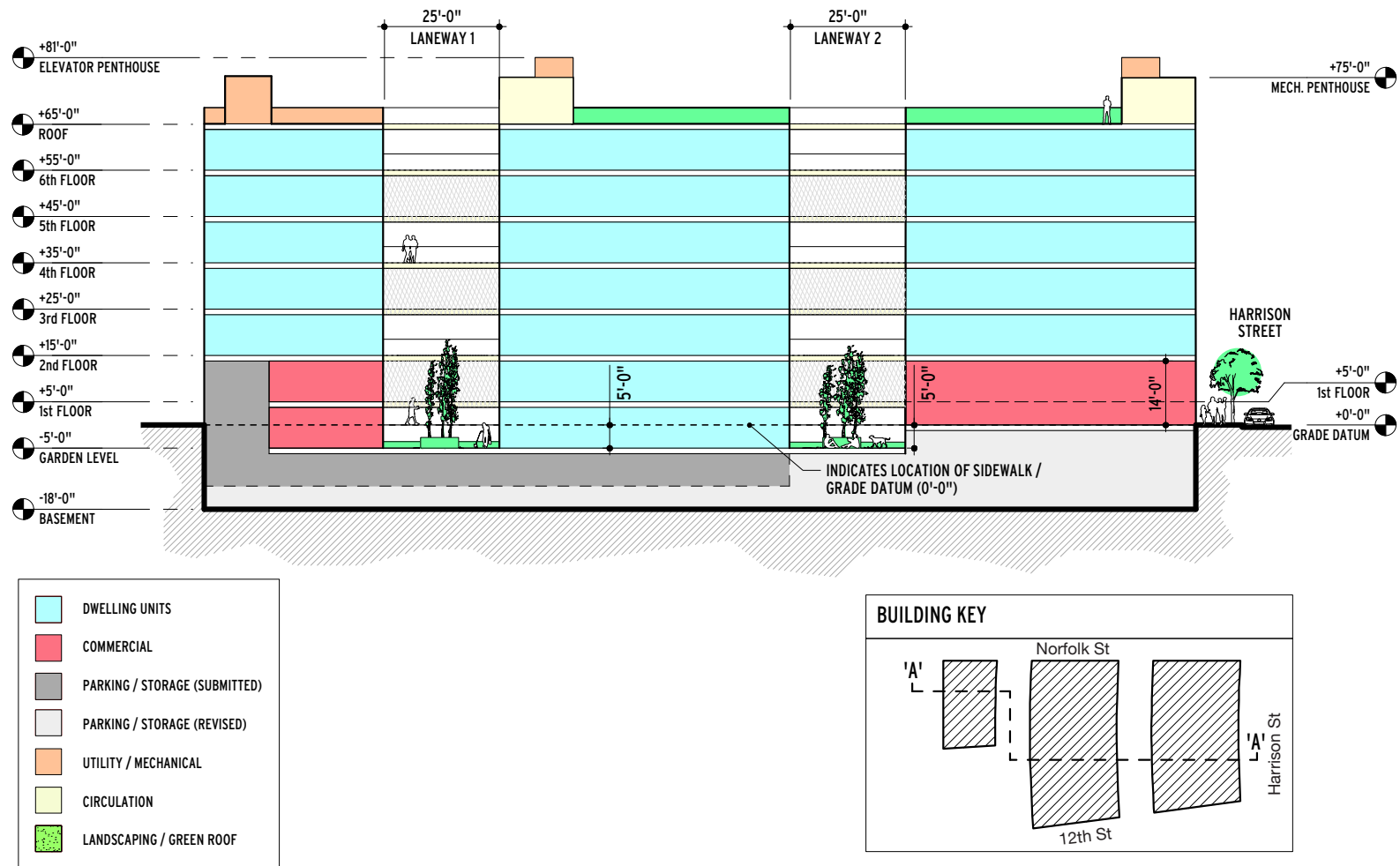
**Figure 8**  
Proposed Project Level 3





SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project  
**Figure 9**  
 Proposed Project Levels 4 through 6



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 10**  
Cross-Section Looking East from 12th Street

The proposed Eagle Plaza would reduce the existing, 46-foot-wide ROW on 12th Street, consisting of two southbound travel lanes and one northbound travel lane, into a single lane, one-way, 14-foot-wide “slow street,” providing southbound auto access only from 12th Street to Harrison Street. Fifteen on-street, parallel public parking spaces would be eliminated because they fall within proposed plaza area. The surface of the proposed plaza would extend from property line to property line, with the slow street roadway flush with the plaza and clearly demarcated by continuous vegetated or seating elements that are at least 6 inches high and with a maximum of a 12-inch gap between elements, to meet ADA requirements. The pedestrian-only areas of the plaza would be used for active and passive recreation, festivals, performances, special events, and limited, small-scale commerce to activate the space, such as temporary food trucks and/or a coffee kiosk. The number and type of events to take place on Eagle Plaza may entail monthly plaza-wide events including but not limited to: farmers’ markets, local festivals, small-scale live music events, and/or outdoor movie nights. Additionally, ongoing daily programming may include a coffee kiosk, fitness classes, outdoor seating and gathering space, and/or dedicated space for a lunchtime food truck. For some events, the slow street would be closed to auto access. Loading and preparation for full-closure events would take place on the slow street. The plaza’s landscaping is proposed to include a mix of movable seating and planters, platforms and play equipment, in addition to several fixed tree plantings and waste receptacles. The entire proposed plaza, including the slow street, would remain public open space in perpetuity with auto access specifically permitted on the slow street (see Figure 3).

A long term program for the funding and provision of Eagle Plaza’s maintenance and operations has been developed and would include the adjoining property owners forming a Community Facilities District (CFD) to fund professional management of the plaza via a special tax that would last a minimum of 50 years. Plaza management would be overseen by a neighborhood-based nonprofit stewardship group, the Friends of Eagle Plaza, comprising adjacent property and business owners and neighborhood stakeholders.

### ***Parking, Loading, and Bicycle Facilities***

The proposed project would include 103 off-street parking spaces, including one car-share parking space and three disabled-accessible spaces, all of which would be accessible via a 23-foot curb cut on Norfolk Street into the project’s northernmost building, leading to one level of subterranean parking. Implementation of the project would also result in the removal of five existing curb cuts. Access to residential trash room and compactors would be via this curb cut, as well. This parking and trash loading area would be screened by retractable garage doors. A total of 200 secure Class 1 bicycle parking spaces would be provided at the garden level, and 12 Class 2 bicycle parking spaces would be provided at the street level (in sidewalk bicycle racks).

All Class 2 bicycle parking spaces would be located at street level along the sidewalks on the east side of 12th Street and the north side of Harrison Street. The project may also provide space for a new Bay Area Bikeshare Pod at the street-level, as well as an electric scooter station along the east side of 12th Street. It is

noted that the location of Class 2 bicycle parking spaces, bikeshare spaces, and scooter spaces would be subject to review and approval by the San Francisco Municipal Transportation Authority (SFMTA).

The project sponsor would seek approvals from SFMTA for a dual-purpose on-street loading zone for freight delivery and passenger drop-off and pick-up activities along Harrison Street, capable of accommodating up to three vehicles. The proposed dual-purpose on-street loading zone along Harrison Street would be located between Norfolk and 12th Streets. The proposed project would be required per *Planning Code* Section 152.1 to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement. The proposed dual-purpose on-street loading zone would also be utilized for residential move-in/move-out activities, as well as for deliveries to the proposed retail use at the corner of Harrison and 12th Streets. The proposed streetscape improvements and implementation of Eagle Plaza would result in the removal of on-street parking including four unmetered curb parking spaces<sup>6</sup> on Harrison Street, six parking spaces on Norfolk Street, and 15 parking spaces on 12<sup>th</sup> Street. In total, the project development would result in the removal of 25 on-street parking spaces.

### ***Construction***

The proposed project would excavate approximately 18 feet below the ground surface (bgs) for construction of the below-grade garage, which would result in the removal of approximately 14,775 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed building volumes. Pile driving would not be required. After construction of the foundation, all floors, including half-floors, above grade would be Type IB (concrete frame) construction, or light gauge steel.

Demolition and construction of the proposed project are estimated to take 18 months from ground breaking, which is anticipated to occur in 2015. The proposed project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Norfolk Street and 12th Street sidewalks.

### **Project Variant**

As a variant to the proposed project, the project sponsor would develop a conventional mixed-use (residential over retail) development with no co-living facilities at the project site. Under this variant, the building envelope of development would be almost identical to that of the proposed project. Above-grade, the variant would also comprise three separate buildings reaching a height of 65 feet and range from six to seven stories (with mechanical and stair penthouses up to 81 feet) separated by two interior laneways in the same massing and location as under the proposed project. The buildings would be constructed to the lot line and would have setbacks starting on the third story along Norfolk Street. The proposed project variant characteristics are shown in **Table 2**.

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<sup>6</sup> A curb cut for the existing surface parking lot is used as a fifth on-street parking space when the adjacent gate is closed.

**TABLE 2**  
**VARIANT CHARACTERISTICS**

<b>Proposed Use</b>	<b>Description</b>	<b>Gross Building Area (GSF)<sup>a</sup></b>
Dwelling Units	136 units (191 bedrooms) on Garden Level through Floor 6	82,922 sq. ft.
Commercial	Ground Floor (part) Retail / Restaurant	1,463 sq. ft.
Parking / Storage	86 off-street spaces in garage; including 1 car share space and 2 disabled-accessible spaces; 137 Class 1 bike spaces on garden level; 9 Class 2 spaces on sidewalks	14,162 sq. ft.
Utilities	--	3,463 sq. ft.
Circulation	Stairwells / entryways / hallways	25,599 sq. ft.
<b>TOTAL BUILDING SPACE</b>		<b>127,609 sq. ft.</b>
Yard (Common Open Space)	Two Mid-Block Landscaped Laneways	5,813 sq. ft.
Private Open Space		2,148 sq. ft.
Roof Decks		3,406 sq. ft.
<b>Subtotal:</b>		11,367 sq. ft.
Eagle Plaza Open Space		13,500 sq. ft.
<b>TOTAL PUBLIC AND PRIVATE OPEN SPACE</b>		<b>24,867 sq. ft.</b>

SOURCE: Macy Architecture August 2015.

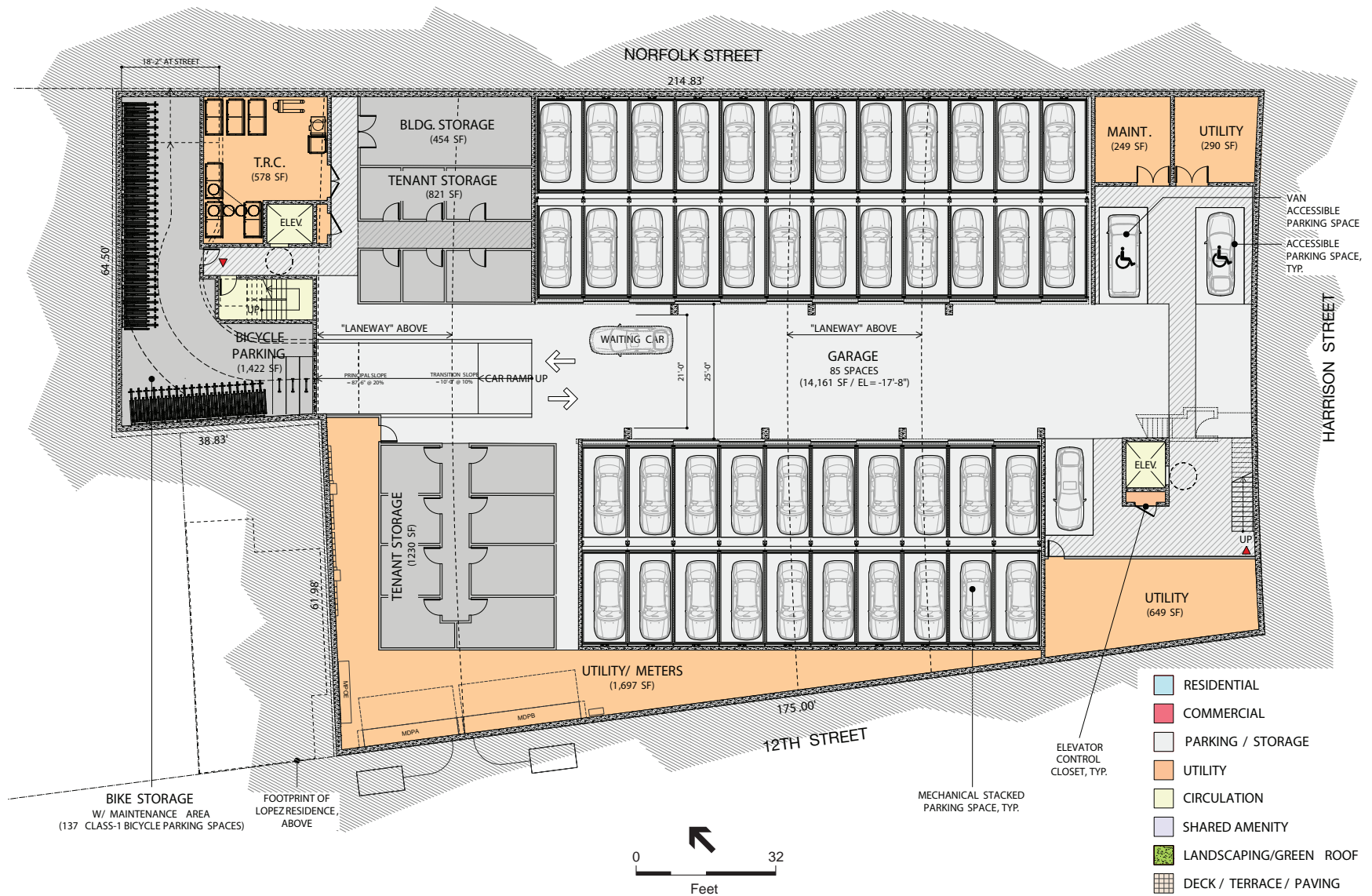
The variant would not include co-living facilities. The areas proposed for co-living houses (Group Housing units) would instead be built as 136 residential units (50 studios, 31 one-bedroom, and 55 two-bedroom units), as well as 1,463 square feet of retail space at the corner of Harrison and 12th Streets. **Figure 11** through **Figure 20** presents the variant site plan, floor plans, elevations, and a cross-section.

### ***Parking, Loading, and Bicycle Facilities***

The project variant would include an underground garage containing up to 86 off-street parking spaces, including two ADA-accessible parking spaces and one car-share space, all of which would be accessible via a single 29-foot-wide curb cut and garage opening on Norfolk Street in the project's northernmost building volume. The off-street parking would be provided in a mix of automated stackers and independently accessible spaces in the basement garage. The entrance to the parking garage would be screened by retractable garage doors. A total of 137 secure Class 1 bicycle parking spaces would be provided on the garden level, and six residential Class 2 bicycle parking spaces (sidewalk bicycle racks) and three commercial Class 2 bicycle parking spaces (sidewalk bicycle racks) would be provided at street level.

The project sponsor would seek approvals from SFMTA for a dual-purpose on-street loading zone for freight delivery and passenger drop-off and pick-up activities along Harrison Street, capable of accommodating up to three vehicles. The proposed dual-purpose on-street loading zone along Harrison Street would be located between Norfolk and 12th Streets. The proposed project would be required per *Planning Code* Section 152.1 to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement.





SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 12**  
Variant Basement











SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 15**

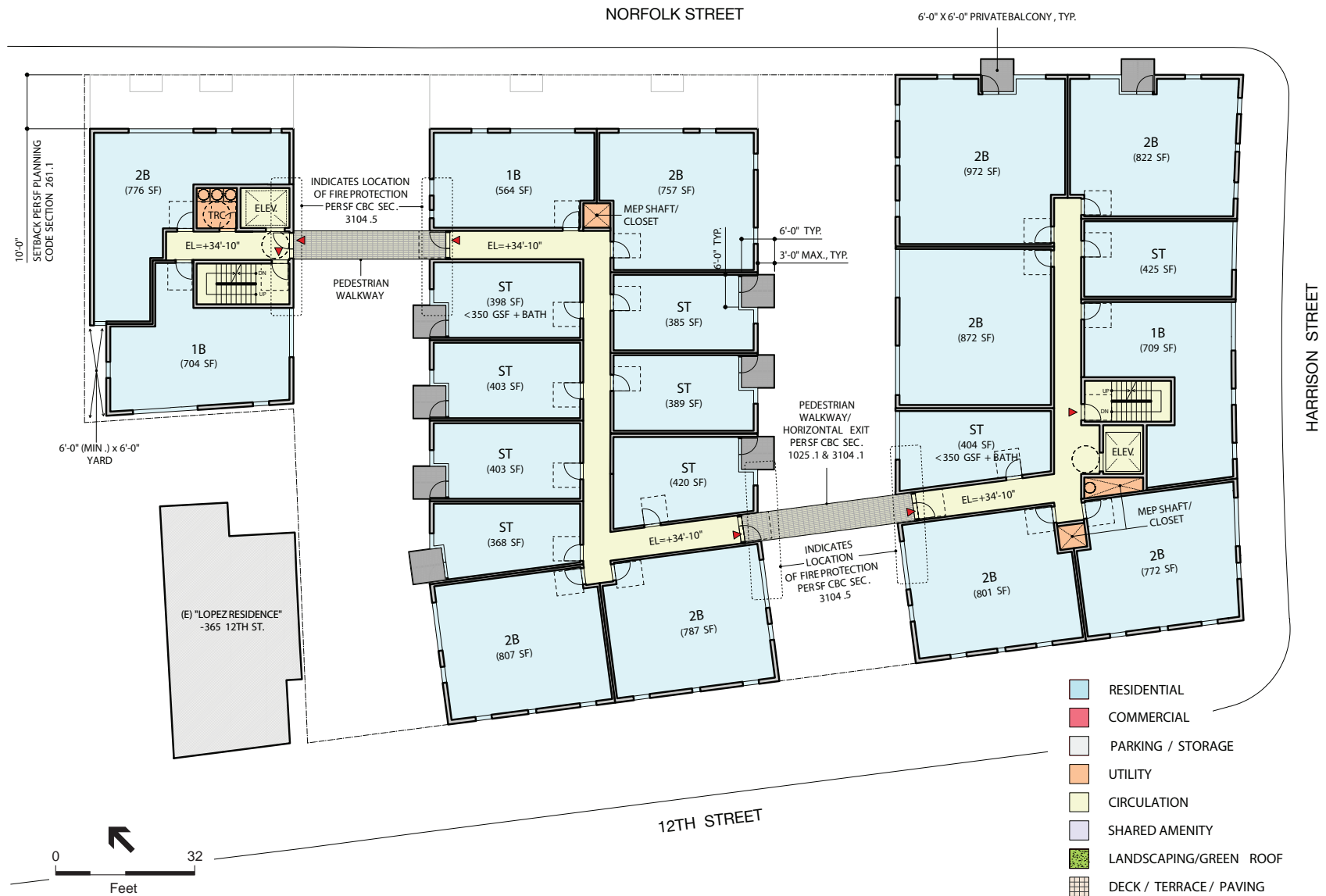
Variant Second Floor



SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 16**  
Variant Third Floor

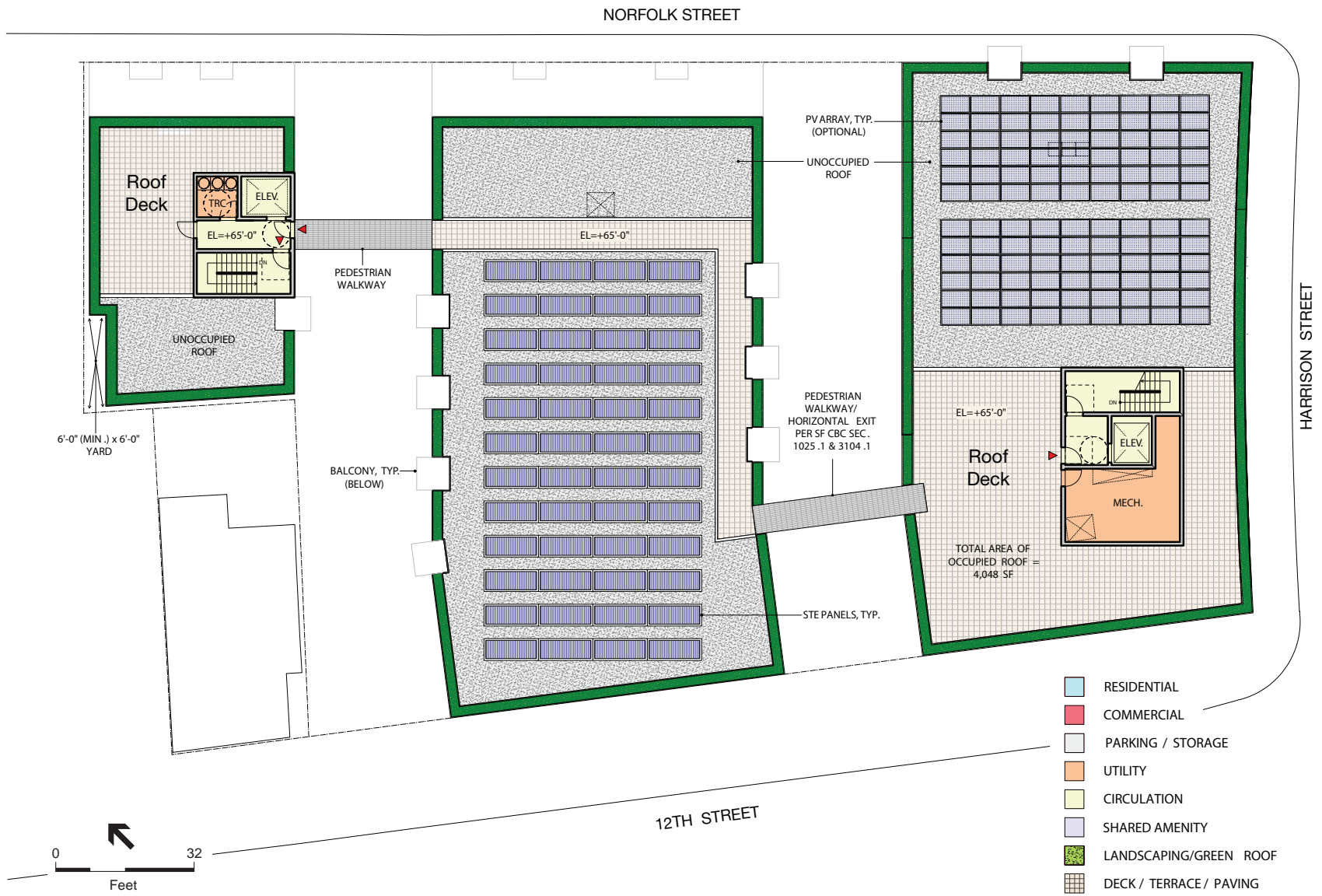


SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project

**Figure 17**

Variant Levels 4 through 6

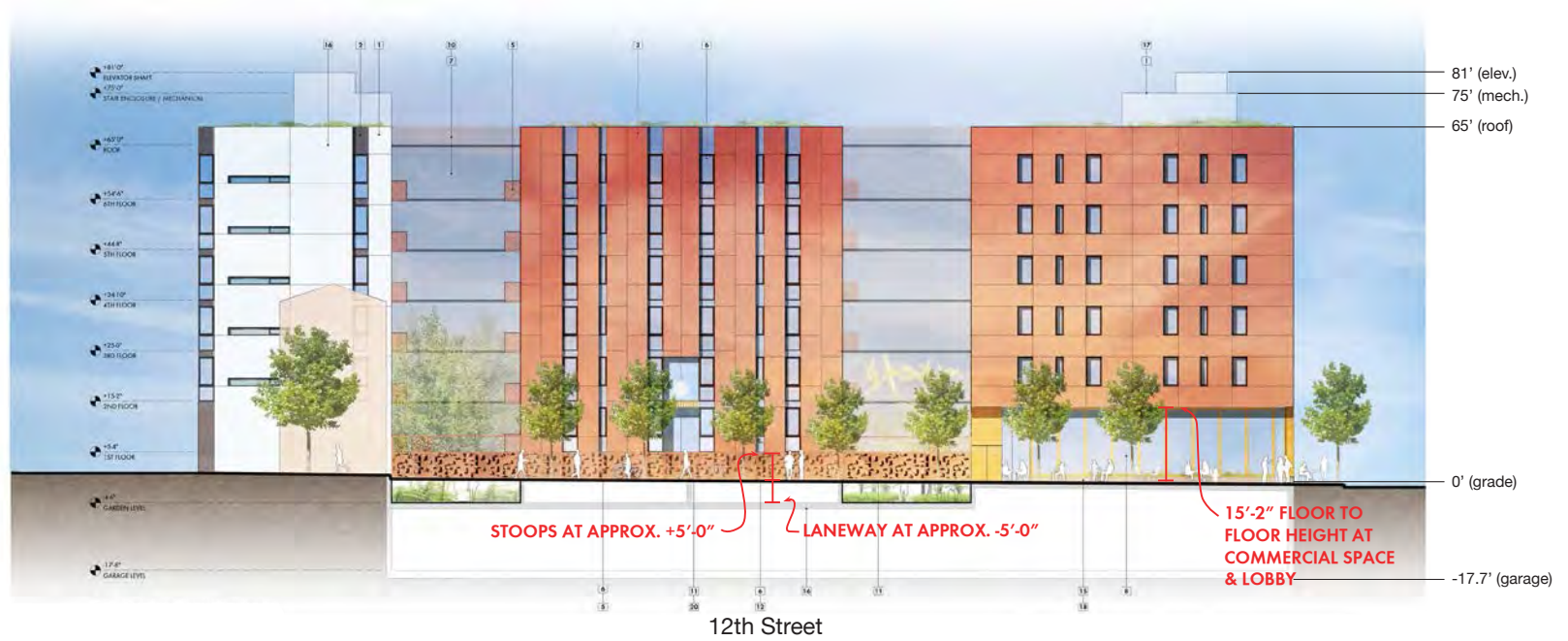


SOURCE: Macy Architecture, 2015

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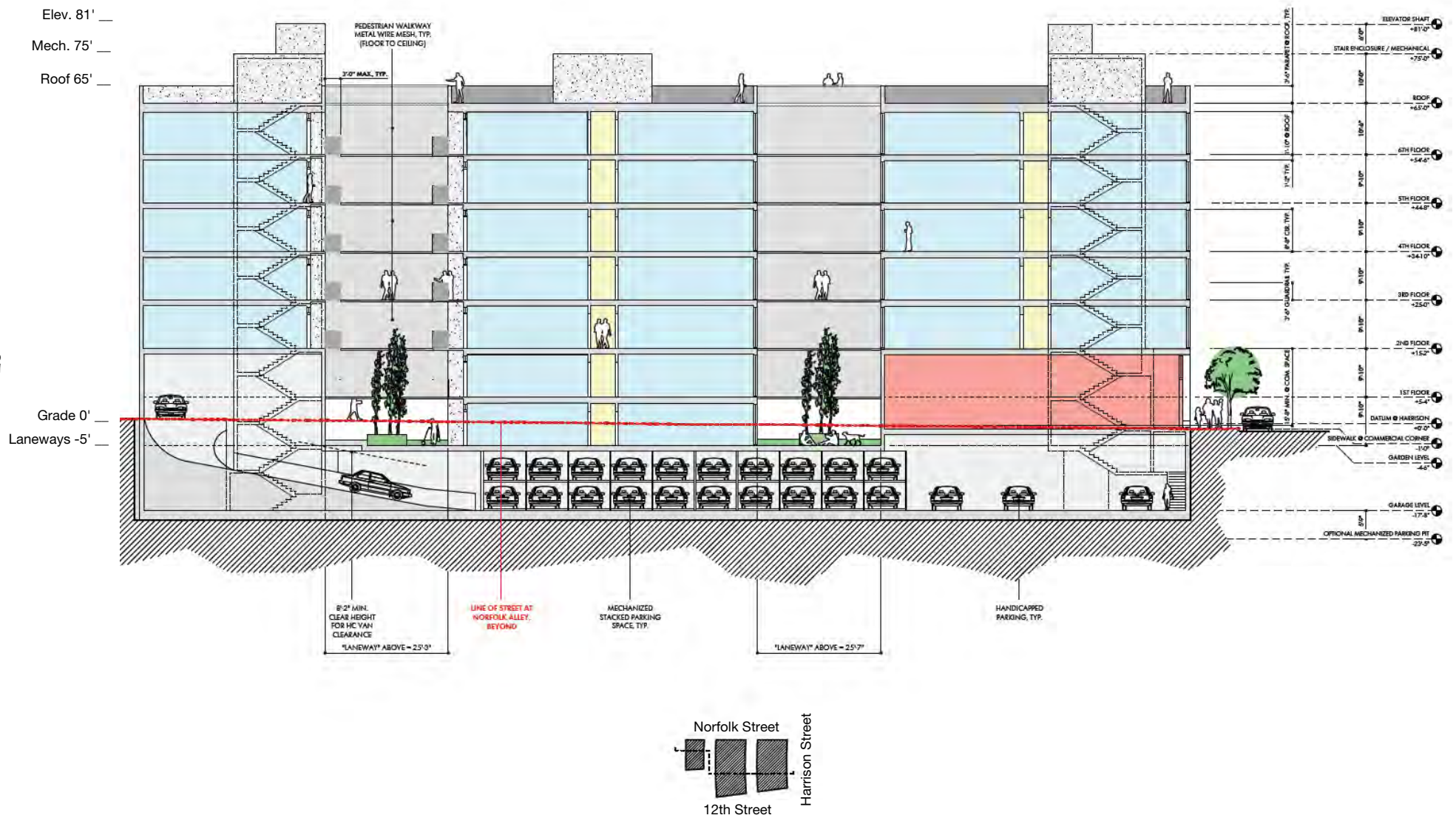
**Figure 18**  
Variant Roof Plan





SOURCE: Macy Architecture, 2015

1532 Harrison Street Residential Project  
**Figure 19**  
 Proposed Variant Elevations



The proposed dual-purpose on-street loading zone would also be utilized for residential move-in/move-out activities, as well as for deliveries to the proposed retail use at the corner of Harrison and 12th Streets. The proposed streetscape improvements and implementation of Eagle Plaza would result in the removal of on-street parking including four unmetered curb parking spaces<sup>7</sup> on Harrison Street, six parking spaces on Norfolk Street, and 15 parking spaces on 12th Street. In total, the project development would result in the removal of 25 on-street parking spaces.

### *Open Spaces and Landscaping*

The open space improvements under the variant would be similar to those under the proposed project. The variant would include the 25-foot landscaped laneways, sitting approximately 5 feet below street level and accessible by stairs at each end. It would also include the installation of Eagle Plaza, described above. With the variant, the laneways would provide 5,813 square feet of common usable open space. An additional 2,148 square feet of privately accessible open space would be provided in the form of private terraces and balconies on all upper levels of the project, for a total of 7,961 square feet of open space. In addition, the building fronting on Harrison Street and the northerly building would each include an outdoor roof deck, totaling approximately 3,400 square feet; however, pursuant to the Western SoMa Special Use District (*Planning Code* Section 823), roof decks are not counted towards the “usable open space” requirement of *Planning Code* Section 844.11, and therefore the project sponsor is seeking an exception from the *Code’s* residential open space requirement of 10,887 square feet, pursuant to *Planning Code* Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts, to permit the inclusion of the roof decks in the project variant’s total area of usable open space.

Public sidewalks along the project variant frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street. Six existing street trees would be removed, and new street trees would be planted every 20 feet along the Harrison, 12th, and Norfolk Street frontages in accordance with *Planning Code* Section 138.1(c)(1), totaling approximately 25 trees that would be planted as part of the proposed project.

### *Construction*

The project variant would excavate approximately 18 feet below ground surface for construction of the below-grade parking garage, which would result in the removal of approximately 14,775 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed building volumes.

Pile driving would not be required. After construction of the foundation, constructional floors, including half-floors, above grade would be Type IB construction<sup>8</sup>, or light gauge steel.

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<sup>7</sup> A curb cut for the existing surface parking lot is used as a fifth on-street parking space when the adjacent gate is closed.

<sup>8</sup> Construction that is considered non-combustible and fire resistant based on the materials and processes used (e.g., concrete and steel).



Demolition and construction of the project variant are estimated to take 18 months from ground breaking, which is anticipated to occur in 2015. The proposed project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Norfolk Street and 12th Street sidewalks.

## Project Approvals

The required approvals would be the same for the proposed project and the variant. Planning Commission approval would be required for the following:<sup>9</sup>

- **Conditional Use Authorization.** The project site is greater than 0.5 acres and is located within a 55/65-X height district. The 55/65-X Height and Bulk District allows for 55-foot maximum heights with no bulk limits, or up to 65-foot heights with bulk limits subject to a Conditional Use Authorization from the Planning Commission per *Planning Code* Section 823(c)(11)(b) for major development requesting height bonuses within the Western SoMa Special Use District. Pursuant to *Planning Code* Section 329, this Conditional Use Authorization would also authorize project-specific modifications to the following requirements:
  - a. Rear yard (*Planning Code* Section 134), because the project would provide the required rear yard open space in a configuration other than a conventional rear yard.
  - b. Open Space (*Planning Code* Section 135). The proposed project would provide approximately 11,367 square feet of combined open space, which exceeds the 10,887 square feet of open space required (80 square feet per residential unit and 1 square foot per 250 square feet of retail space) under Section 823(c)(2)(a). Approximately 5,813 square feet of the project's combined open space would be provided 5 feet below grade in two 25-foot-wide, landscaped "laneways" that satisfy the *Planning Code* definition of Outer Courts. Another 2,148 square feet of open space would be provided in a mix of private balconies and terraces on the second through sixth floors. The remaining 3,406 square feet of open space would be provided in two roof decks that do not count towards the open space calculations under the *Planning Code* in the Western SoMa Plan Area. The project sponsor seeks a modification to count the 3,406 square feet of roof deck open space toward the project's total usable open space requirements.
  - c. Freight Loading (*Planning Code* Section 152.1). The project sponsor is seeking a modification from the one off-street freight loading parking requirement given that the project would provide an approximately 100-foot-long dual purpose freight loading and passenger drop-off zone along the entire length of its Harrison Street frontage, and immediately adjacent to the primary residential lobby and freight elevator for the building.
  - d. Off-Street Parking (*Planning Code* Section 151.1). The project would provide 86 off-street parking spaces, or a 0.63 parking ratio, including 85 spaces provided in a mix of automated stackers and independently accessible spaces in a basement/garage and one

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<sup>9</sup> Project Approvals apply specifically to the proposed project variant, which is the project sponsor's preferred option.

car share space at grade on Norfolk Street. Two of the independently accessible spaces in the basement/garage are reserved for disabled access. Conditional Use authorization is required for parking in excess of 0.25 spaces per dwelling unit (which would total 34 spaces).

- e. Parking and Loading Entrances (*Planning Code* Section 145.1). The project would provide one car share space at grade on Norfolk Street, which would require a curb cut 29 feet in width, which exceeds the permitted width of 20 feet. The project sponsor therefore seeks a modification from the requirements of Section 145.1 to allow for the at-grade car share space to have independent street access.
- Approval of an **In Kind Waiver Agreement** would be required from the San Francisco Planning Commission to allow funding of capital improvements for Eagle Plaza in lieu of a portion of the otherwise-required portion of the Community Improvements Impact Fee.

Additional approval would be required, including the following:

- A **Building Permit** would be required from the Department of Building Inspection for the proposed new construction on the subject property.
- A site-specific **Dust Control Plan** would be required for the proposed grading activities on the subject property, with approval from the Department of Public Health.
- A **Major Encroachment Permit** would be required from the Department of Public Works for the construction of Eagle Plaza.
- A **Street Improvement Permit** would be required from the Department of Public Works for the curb cut on Norfolk Street.
- A **Street Vacation ordinance** would be required from the Board of Supervisors to transfer ownership of Eagle Plaza to the San Francisco Department of Real Estate.
- **On-Street Loading.** Approval of a new color curb would be required from the SFMTA for an on-street loading zone along Harrison Street.
- If sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lane(s), the project would require a **Street Space Occupancy Permit** from the Bureau of Street Use and Mapping of the Department of Public Works and a **Special Traffic Permit** from the SFMTA Sustainable Streets Division.
- **Stormwater Management Plan** approval from the San Francisco Public Utilities Commission.

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa

Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>10</sup> The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are listed beginning on page 83. Additionally, the measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

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

The proposed project would include construction of three 65-foot-tall (six- to seven-story) residential buildings containing a total of 28 co-living houses comprising 235 private suites and approximately 4,236 square feet of retail and multi-use/art/workshop space, and off-street parking 103 parking spaces below grade (plus 1 street-level car-share space at ground level). Two hundred Class 1 bicycle spaces would be located in the basement. The project variant would include 136 dwelling units, 1,463 square feet of retail space, and off-street parking for 85 vehicles in the basement (plus one street-level car-share space). Class 1 spaces for 137 bicycle spaces would be located in the basement. Both the project and variant would include conversion of 13,500 square feet of 12th Street into a public plaza (herein referred to as Eagle Plaza) with one slow lane of traffic.

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<sup>10</sup> San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (FEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 11, 2014.

As discussed below in this checklist, neither the proposed project nor the variant would result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

## AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>11</sup> Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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

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

<sup>11</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1532 Harrison Street, October 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1390E.

The project site is located within the Western SoMa Mixed Use General (WMUG) Use District which is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The project site is within a 55/65-X Height and Bulk District (the proposed project's 65-foot maximum height is subject to a Conditional Use authorization). The proposed Group/Co-Living Housing and ground floor commercial uses would be consistent with the uses allowed in the WMUG Use District, and the height and bulk limits in the 55/65-X Height and Bulk District.

The surrounding land uses largely comprise housing; low-scale production, distribution, and repair (PDR) uses; and small-scale retail; and nighttime entertainment. The project site is currently surrounded by fencing on all sides and does not provide public access through the site, or to adjacent sites. The project does not include the construction of any new roadways, which could divide an established community; rather, the proposed project including Eagle Plaza would reduce vehicular circulation to a single southbound lane and increase pedestrian circulation along 12th Street. The impacts to transportation and circulation are analyzed in Section 4.

The proposed project is consistent with the land use and zoning in the Western SoMa Community Plan, and there are no other plans, policies, or regulations that conflict with the proposed project. Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is permitted in the WMUG District and is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, thus maintaining the mixed character of the area by encouraging residential and commercial development.<sup>12,13</sup> As such, the project would not negatively affect the existing character of the surrounding neighborhood.

For the reasons stated above, 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.

## Variant

As with the proposed project, the project variant would not divide an established community, conflict with established land use plans, policies, or programs, or negatively affect the surrounding neighborhood character. The project variant would include development in the same footprint as the proposed project, including construction of Eagle Plaza on the existing 12th Street ROW, and would be the same building height and scale which is intended for similar residential and retail uses to those under the proposed

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<sup>12</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1532 Harrison Street, September 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<sup>13</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1532 Harrison Street, September 1, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

project; therefore, the project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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

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

The project site is occupied by an approximately 80-space surface parking lot and narrow carport; there are no existing housing units on the project site and no people currently live on the site. Therefore, the proposed project would not displace any housing units or people.

The project site is located within Census Tract 177, where average household size is 2.3 persons.<sup>14</sup> Given the project would include up to 235 private suites in the group housing, each with just one room accommodating a mix of queen and twin beds, this analysis assumes that each suite would accommodate

<sup>14</sup> U.S. Census, 2008 – 2012 American Community Survey 5-Year Estimates, File DP02, Selected Social Characteristics in the United States, accessed October 20, 2014.

1.5 persons, on average, for a total of 353 new residents.<sup>15,16</sup> Approximately 4,236 square feet of the building space would be dedicated to commercial retail, restaurant, or workshop uses that would generate new employment opportunities for approximately 12 employees.<sup>17</sup> These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR. For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Western SoMa PEIR.

## Variant

As a variant to the proposed project, the project sponsor would construct a conventional mixed-use residential building at the project site. The variant would accommodate fewer residential units (136 residential units of varying size compared to 235 private co-living suites) and reduced square footage for commercial retail space (1,463 square feet versus 4,236 square feet) and would be subject to San Francisco's Inclusionary Affordable Housing Program. The project variant would support an estimated 313 residents<sup>18</sup> and four employees, compared to 353 residents and 12 employees under the proposed project. The project variant would result similar population and employment growth than the proposed project, and the project variant would be consistent with the projections for population and employment growth in the Western SoMa Community Plan. As with the proposed project, the project variant would not result in the displacement of people or housing units and would not necessitate the development of replacement housing elsewhere. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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

<sup>15</sup> U.S. Census, 2008 – 2012 American Community Survey 5-Year Estimates, File DP04, Selected Housing Characteristics, accessed October 20, 2014.

<sup>16</sup> 1532 Harrison Investment LLC, Environmental Evaluation Application (EEA) for the 1532 Harrison Street Project, submitted to the San Francisco Planning Department on December 9, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<sup>17</sup> Employment calculations in this section are based on the City of San Francisco *Transportation Impact Analysis Guidelines*, which estimate an average density of 350 square feet per employee assigned to restaurant/retail space (4,236 square feet).

<sup>18</sup> Assumes average household size of 2.3 persons for Census Tract 177.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources (CRHR) or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of historic resources through demolition, and it identified **Mitigation Measures M-CP-1a: Documentation of a Historical Resource, M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program**, to reduce unavoidable impacts from demolition.

The project site is occupied by a surface parking lot, with a narrow carport. The proposed project would demolish the carport. The building and parking lot were evaluated as part of the South of Market Historic Resource Survey, which was adopted by the Historic Preservation Commission in July 2010. Based upon this survey, the project site has a California Historic Resource Status Code (CHRSC) of "6Z," which defines the properties as "found ineligible for National Register, California Register or local designation through survey evaluation."<sup>19</sup> According to the survey notes, the project site and carport do not meet the minimum age requirements to be evaluated for the CRHR or National Register of Historic Places. Therefore, the site is not considered to be a historic resource for the purposes of CEQA. As such, the proposed project would not result in the demolition or alteration of any historic resource. Additionally, the project site is not located within a historic district. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa Community Plan PEIR, and Mitigation Measures M-CP-1a, M-CP-1b, and M-CP-1c would not apply to the proposed project.

The PEIR identified significant impacts related to damage from construction activity adjacent to historic resources, and it identified **Mitigation Measure M-CP-7a: Protect Historical Resources from Adjacent Construction Activity, and M-CP-7b, Construction Monitoring Program for Historical Resources**, to reduce those impacts to a less-than-significant level. The project site is outside of, and not otherwise adjacent to, the Western SoMa Light Industrial & Residential Historic District. The nearest property within the district is 396 12th Street (Eagle Tavern), located across 12th Street approximately 80 feet from the project site; this distance would minimize any potential construction-related damage to the Eagle

<sup>19</sup> San Francisco Planning Department, South of Market Historic Resource Survey Map, available online: <http://www.sf-planning.org/index.aspx?page=2491>, accessed September 23, 2014.



Tavern. The South of Market Historic Resources Survey determined that the building at 365 12th Street (Block 3521/Lot 019), which abuts the project site along the northwest corner, has a CHRSC of "6L", which indicates that the property was determined to be ineligible for local listing or designation, but may warrant special consideration in local planning. Even if the property was found to be a historic resource through local planning, the installation of a mat slab style foundation would not require pile driving and would not result in vibration effects typically generated by pile-driving activities and therefore would not impact any adjacent historic resources during construction activities. Therefore, PEIR Mitigation Measures M-CP-7 and M-CP-7b would not apply to the proposed project.

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

## Archeological Resources

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR **Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment** and **M-CP-4b: Procedures for Accidental Discovery of Archeological Resources** apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of 5 or more feet below grade. As the proposed project would involve 18 feet of excavation and soil disturbance to construct an underground parking garage, Mitigation Measures M-CP-4a applies to the project, as detailed in Project Mitigation Measure 1, beginning on page 83.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project.<sup>20</sup> The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. Mitigation Measures M-CP-4a is described beginning on page 83 as Project Mitigation Measure 1. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures. For the reasons above, the proposed project would not result in significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.

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<sup>20</sup> San Francisco Planning Department, Environmental Planning Preliminary Archeological Review, 1532 Harrison Street, Case No. 2013.1390E, November 14, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

**Variant**

The project variant would be developed on the same site and building footprint as the proposed project. Therefore, development of the project variant would not result in demolition of historic buildings or construction-related impacts to adjacent historic resources. The variant would also require excavation to a depth of 18 feet for an underground parking garage. As with the proposed project, the PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level, and therefore Mitigation Measures M-CP-4a (Project Mitigation Measure 1) would apply. Mitigation Measures M-CP-4a is described on beginning on page 83 as Project Mitigation Measure 1. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 5c is not applicable. The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on pedestrians, bicyclists, emergency access, or construction beyond those analyzed in the Western SoMa PEIR. However, as discussed below, improvement measures have been identified. Transportation system improvements included as part of the Western SoMa Plan were identified to have significant and unavoidable impacts related to loading on 12th Street, where two yellow spaces north of the proposed project site (near Folsom Street) would be removed and could cause increased interference with vehicular and bike flows.

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

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the Western SoMa PEIR, a Transportation Impact Study (TIS) was prepared.<sup>21</sup> Below is a summary of that TIS.

## Trip Generation

The proposed project involves construction of a six- to seven-story group housing development, including 28 group housing units with a total of 235 suites, as well as 4,236 square feet of retail and restaurant space. The proposed project would include 103 off-street parking spaces, including one car-share parking space and three disabled-accessible spaces, all of which would be accessible via a 23-foot-wide curb cut on Norfolk Street into the project's northernmost building, leading to one level of subterranean parking. Access to residential trash room and compactors would be via this curb cut, as well. The project would provide up to 200 bicycle Class 1 parking spaces at the garden level, as well as 12 Class 2 spaces at street level. Public sidewalks along the project frontages of Norfolk Street, Harrison Street and 12th Street would be improved to Better Streets Plan standards, including the addition of new street trees, landscaping and bulb-outs where appropriate, and a widened sidewalk on one side of Norfolk Street.

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<sup>21</sup> CHS Consulting Group, 1532 Harrison Street Mixed-Use Residential Project: Transportation Impact Study (TIS), prepared for the San Francisco Planning Department, August 2015. The TIS evaluated approximately 4 percent more non-residential space. The TIS analyzed 4,412 sq. ft. of retail and café use and the project sponsor is proposing 4,236 sq. ft. of retail and café use. Thus this discussion of transportation impacts provides a conservative analysis. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

The proposed project would also convert approximately 13,500 square feet of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, Eagle Plaza. The proposed Eagle Plaza would reduce the existing, two-way, 46-foot-wide curb-to-curb width ROW on 12th Street, which consists of two southbound travel lanes and one northbound travel lane, into a single-lane, one-way southbound, 14-foot-wide “slow street,” providing southbound-only auto access only from 12th Street to Harrison Street.

Trip generation of the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. The proposed project would generate an estimated 3,093 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,011 person trips by auto, 1,070 transit trips, 623 walk trips, and 389 trips by other modes (see **Table 3**); there would be 717 daily vehicle trips. During the p.m. peak hour, the proposed project would generate an estimated 112 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

**TABLE 3**  
**PROJECT PERSON TRIP GENERATION BY MODE: GROUP HOUSING**

Land Use	Daily						PM Peak-Hour					
	Auto	Transit	Walk	Other	Total	Veh. <sup>a</sup>	Auto	Transit	Walk	Other	Total	Veh. <sup>a</sup>
Residential	534	756	194	279	1,763	487	94	130	34	47	305	84
General Retail	157	75	153	53	438	91	15	7	14	4	40	8
Café	320	239	276	57	892	138	44	33	37	6	120	19
Total	1,011	1,070	623	389	3,093	717	153	170	85	57	465	112

Notes:

Columns may not add due to rounding.

<sup>a</sup> Veh. – Vehicle Trips.

Sources: CHS, 2015

## Traffic

The proposed project’s vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection’s performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections analyzed in the TIS include Harrison Street / 11th Street, Harrison Street / 12th Street, Folsom Street / 11th Street, Folsom Street / 12th Street, Bryant Street / 9th Street / U.S. 101 Off-Ramp, Bryant Street / 10th Street / U.S. 101 Off-Ramp, Bryant Street / 11th Street / Division Street / 13th Street, Harrison Street / 13th Street, Folsom Street / 13th Street, Bernice Street / 12th Street, and Isis Street / 12th Street. **Table 4** provides existing, existing plus project, and cumulative delay and LOS data for these intersections. To present the delay and LOS effects of the changes in geometry and lane configurations associated with the proposed Eagle Plaza, this information is provided both without and with the proposed plaza for all intersections.

**TABLE 4**  
**EXISTING, EXISTING PLUS PROJECT, AND CUMULATIVE WEEKDAY P.M. PEAK HOUR LEVELS OF**  
**SERVICE WITHOUT AND WITH THE PROPOSED PROJECT**

Intersection	Existing (2014)		Existing + Project No Plaza		Existing + Project with Plaza		Cumulative No Plaza		Cumulative with Plaza	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1. Harrison Street / 11th Street	19.6	B	20.3	C	20.6	C	23.8	C	25.3	C
2. Harrison Street / 12th Street	14.2 (SB)	B	14.3 (SB)	B	14.8 (SB)	B	14.7 (SB)	C	19.6 (SB)	C
3. Folsom Street / 11th Street	27.8	C	27.9	C	33.5	C	38.6	D	48.7	D
4. Folsom Street / 12th Street	12.2	B	12.2	B	11.6	B	12.4	B	11.9	B
5. Bryant St. / 9th Street / U.S. 101 Off-Ramp	31.1	C	31.2	C	31.2	C	44.2	D	43.6	D
6. Bryant St. / 10th Street / U.S. 101 On-Ramp	15.6	B	15.7	B	15.7	B	17.1	B	17.1	B
7. Bryant St. / 11th St. / Division St. / 13th St.	<b>72.7</b>	E	<b>73.2</b>	E	<b>73.2</b>	E	<b>&gt;80</b>	F	<b>&gt;80</b>	F
8. Harrison Street / 13th Street	25.8	C	25.8	C	27.8	C	41.9	D	52.6	D
9. Folsom Street / 13th Street	27.7	C	27.7	C	31.4	C	50.5	D	53.7	D
10. Bernice Street / 12th Street	9.3 (EB)	A	9.5 (EB)	A	8.9 (EB)	A	9.5 (EB)	A	9.0 (EB)	A
11. Isis Street / 12th Street	9.6 (EB)	A	9.6 (EB)	A	9.1 (EB)	A	9.5 (EB)	A	9.0 (EB)	A

## Notes:

The LOS and delay (in seconds per vehicle) for signalized intersections represent conditions for the overall intersection. LOS and delay for SSSC represents conditions for STOP-controlled approach at intersection.

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

SOURCE: CHS, 2015.

The proposed project (with or without Eagle Plaza) would generate an estimated 112 new p.m. peak hour vehicle trips that could travel through surrounding intersections. As documented in the TIS for the project, the proposed project would result in minor changes to the average delay per vehicle at the majority of study intersections. Ten of the 11 intersections would continue to operate at acceptable LOS conditions of LOS D or better, and the proposed project would not contribute considerably to the poorly operating intersection of Bryant Street / 11th Street / Division Street / 13th Street, which currently operates at LOS E. The proposed project would not add any vehicles to the southbound through (along 11th Street) critical movement, nor would the proposed project add any vehicles to the northbound through or northbound right-turning critical movements (along Bryant Street) or eastbound shared left/through critical movement (along 13th Street). The proposed project would add two vehicles to the northwest bound left-turning critical movement (along Division Street), which would represent less than one percent of the total p.m. peak hour northwest-bound, left-turning volumes at this intersection. The proposed project's contributions to this poorly operating intersection would therefore not be considered substantial. Furthermore, the estimated 112 new p.m. peak-hour vehicle trips would not be a substantial

proportion of the overall traffic volume or the new vehicle trips generated by Western SoMa Community Plan projects.

Regarding cumulative conditions, the proposed project (with or without Eagle Plaza) would also not contribute considerably to 2030 cumulative conditions. The majority of study intersections would continue to operate at acceptable LOS conditions of LOS D or better. The intersection of Bryant Street / 11th Street / Division Street / 13th Street would degrade from LOS E to LOS F, but the proposed project's contribution of trips at this intersection would not be cumulatively considerable either with or without Eagle Plaza.<sup>22</sup> At the signalized intersection of Bryant Street/11th Street/Division Street/13th Street, during the p.m. peak hour, the proposed project would not add any vehicles to the southbound through critical movement (along 11th Street), nor would the proposed project add any vehicles to the northbound through or northbound right-turning critical movements (along Bryant Street) or eastbound shared left/through critical movement (along 13th Street). The proposed project would add two vehicles to the northwest-bound left-turning critical movement (along Division Street), which would represent less than one percent of the total p.m. peak hour northwest-bound left-turning volumes at this intersection and this impact would be less than cumulatively considerable. Thus, the proposed project (either with or without Eagle Plaza) would not have any significant cumulative traffic impacts.

The Western SoMa PEIR identified significant traffic impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp, Sixth Street/Brannan Street/I-280 ramps, and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp. The project traffic contribution would be limited at these locations since the project is not within the vicinity of those intersections, and the project would not contribute considerably to operations at this intersection.

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

The Western SoMa PEIR identified feasible mitigation and improvement measures to reduce the project impact at affected intersections such as optimizing signal timing at Harrison Street/Eighth Street/I-80 Westbound Off-Ramp to improve traffic flow (**Mitigation Measure M-TR-1c**). Mitigation Measure M-TR-1c is required to be implemented by SFMTA in coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected, and therefore, the proposed project would not be subject to this mitigation.

The parking garage driveway would be located in the northeastern portion of the project site and would allow for ingress/egress movements. Traffic flows along Norfolk Street would remain unchanged (i.e., one-way, northbound-only), and because the driveway would allow for two-way traffic flow in/out of the parking garage, vehicles attempting to enter the parking garage would not be required to stop for an extended period of time prior to entering the garage, and vehicles exiting the garage would yield to any vehicles traveling along Norfolk Street prior to exiting the parking garage. Based on these findings,

impacts related to potential vehicle queues and/or restricting access other nearby buildings would be considered less than significant. It is noted that this less-than-significant impact could be further reduced through implementation of **Improvement Measure I-TR-1: Monitoring and Abatement of Queues**, of which the owner/operator of the parking facility to actively monitor vehicle queues along Norfolk Street and shall employ methods as needed to abate queues. This is included as **Project Improvement Measure 1**, on page 92.

Although the proposed project would not result in any significant traffic impacts, the transportation impact study identified **Improvement Measure I-TR-2: Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips**, which would reduce single-occupancy driving to/from the project site, promote car-sharing and the use of nearby transit, bicycle, and pedestrian facilities to access the project site. This is included as **Project Improvement Measure 2**, on page 9392.

## Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 9 San Bruno, 9R San Bruno Rapid, 12 Folsom/Pacific, 27 Bryant, and 47 Van Ness. The proposed project would be expected to generate 1,070 daily transit trips, including 170 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 170 p.m. peak hour transit trips would be accommodated by existing capacity. According to the TIS, the proposed project would not result in a change in capacity utilization on most Muni corridors at the four analysis screenlines<sup>23</sup> in the p.m. peak hour, and would increase capacity utilization from 66 percent to 70 percent on the northeast screenline. However, all screenlines would continue to operate below Muni's standard of 85 percent of capacity. Moreover, project ridership would not adversely affect regional transit carriers' ridership to capacity ratios. 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 in transit service could result. Additionally, the construction and operation of Eagle Plaza would not affect transit operations or transit demand, as the plaza would not, in and of itself, generate trips, nor would it interfere with Muni operations as no MUNI lines run on 12th Street at the project site.

The Western SoMa PEIR concluded that build-out of the Plan would generate 3,799 peak hour transit trips, and these trips would not cause exceedance of the capacity utilization standards for Muni lines or

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<sup>23</sup> Analysis of transit impacts focuses on the increase in transit patronage across "screenlines" in the outbound direction during the p.m. peak hour. Four screenlines have been established in San Francisco to analyze potential impacts of projects on Muni service, and three screenlines have been established for regional transit service. Based on the origins and destinations of the transit trips generated by the proposed project, the inbound and outbound transit trips within San Francisco were assigned to the appropriate transit routes and screenlines. Transit trips measured at the four San Francisco screenlines for this analysis represent the peak direction of travel and patronage loads for the Muni system, which corresponds with the p.m. commute and inbound/outbound direction from the project area to other parts of the City. All estimated transit trips were assumed to cross at least one screenline, which provides a conservative assessment of potential project effects because it is reasonable to expect that some of the project-generated transit trips would instead begin and end in the areas in the downtown San Francisco area (Superdistrict 1) and would not cross screenlines.

regional transit providers, or cause a substantial increase in delays or operating costs. The proposed project is accounted for in the PEIR, and furthermore would not contribute considerably to these conditions, as its contribution of 170 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Western SoMa Community Plan projects.

Regarding cumulative transit impacts, the Western SoMa PEIR concluded that the Plan's contributions to the cumulative capacity utilization exceedances for Muni operations on the "Other" lines within the southeast screenline would be significant. The PEIR identified **Mitigation Measure M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts**, to improve transit capacity levels on affected Muni transit lines, but the impact would be significant and unavoidable. This mitigation measure is a citywide action, and not applicable to specific projects.

The proposed project would contribute less than 1 percent to all "Other" lines within the southeast screenline. In addition, the proposed project would contribute less than 1 percent to the entire southeast screenline. Additionally, the estimated increase in transit demand associated with the proposed project is accounted for in the transit demand analysis presented and analyzed in the PEIR and would not have a substantial effect on the local and regional transit providers under cumulative conditions. Therefore, the proposed project would not contribute considerably to 2030 cumulative transit conditions, and would not result in any significant cumulative transit impacts.

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, Bicyclists, and Loading**

The Western SoMa PEIR estimates that the 8,366 p.m. peak hour pedestrian trips generated by the Plan area would be accommodated on the existing sidewalks and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks, thus causing less-than-significant impacts. However, the PEIR states that the increase in pedestrian volumes would be noticeable in the immediate vicinity of individual development projects and could also increase the frequency of conflicts between pedestrians and vehicles at crosswalks and intersections.

The proposed project would generate 255 pedestrian trips (170 transit and 85 walk) during a typical weekday p.m. peak hour. The project would include *Better Streets Plan* pedestrian improvements along 12th, Harrison, and Norfolk Streets including the following: new street trees, landscaping, pedestrian-scale lighting, bulb-outs and replacement of existing sidewalk paving along Harrison Street and 12th Street, and the replacement and widening of sidewalk along one side of Norfolk Street (and removal of on-street parking spaces adjacent to the widened sidewalk). The new pedestrian trips generated by the proposed project could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and the proposed streetscape changes to sidewalk areas would enhance the pedestrian realm



of the area. Additionally, the proposed project would not interfere with pedestrian circulation and circulation to nearby buildings, or create potentially hazardous conditions for pedestrians.

According to the Western SoMa PEIR, the bicycle trips from the Western SoMa Plan Area would not increase to such a degree that a substantial increase in conflicts and collisions would be anticipated when compared to existing conditions and thus, would have less-than-significant bicycle impacts. However, the PEIR states that conflicts with vehicles using parking garage driveways along bicycle routes could increase and individual development projects should comply with the provisions of the Planning Code.

The 1532 Harrison Street TIS determined that it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project, an estimated 57 trips in the p.m. peak hour, would be accommodated by existing bicycle network facilities along 11th Street (Route 25) and Folsom/Howard Street (Route 30). The proposed Eagle Plaza would not interfere with bicycle circulation patterns in the vicinity of the project site because there are no bicycle routes on 12th Street in the vicinity of the project site.

The proposed project would be required per planning code to provide one off-street loading space. However, no off-street loading spaces would be provided and the project sponsor is seeking a modification for this requirement. Regarding loading, a peak hour demand of less than one loading vehicle per hour is expected as a result of the proposed project. Loading would occur at a proposed dual-purpose three space on-street loading zone along Harrison Street between Norfolk Street and 12th Street that would serve freight/delivery and passenger drop-off and pick-up activities. Vehicles arriving and departing the loading zone on the north side of Harrison Street (see Figure 2) would not create conflicts with pedestrians walking along the north side of Harrison Street nor create blockages along the sidewalk along the street. In addition, the project would not contribute to, or exacerbate, the significant-and-unavoidable loading impact identified in the Western SoMa PEIR related to removal of two yellow loading spaces at the intersection of 12th Street and Folsom Street (northwest of the project site). However, the loading and unloading activities (e.g., movers delivering furniture and/or related household items) could potentially create conflicts with pedestrians and appropriate measures to avoid any conflicts between loading activities and pedestrians should be enforced. The transportation study identifies **Improvement Measure I-TR-3: Coordination of Move-in/Move-Out Operations and Large Deliveries**, to abate any potential loading blockages along Harrison Street during loading activities and reduce any potential conflicts between freight/delivery operators, movers and pedestrians walking along Harrison. This is detailed **Project Improvement Measure 3** on page 95.

Eagle Plaza would be used for a variety of active and passive recreation, occasional special events like festivals or performances, and limited, small-scale commerce to activate the space, such as temporary food trucks and/or a coffee kiosk. The number and type of events to take place on the plaza may entail monthly plaza-wide events including but not limited to: farmers' markets, local festivals, small-scale live music events, and/or outdoor movie nights. Ongoing daily programming may include a coffee kiosk, fitness classes, outdoor seating and gathering space, and/or dedicated space for a lunchtime food truck. Loading for full-closure events would take place within Eagle Plaza. For all full-closure events, the slow

lane on 12th Street would be closed to all traffic, starting with unloading activity prior to the event and ending with post-event loading activity. For daily programming activities, loading activities of Eagle Plaza will take place in the Harrison Street loading zones.

### Emergency Vehicle Access

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. Project traffic would have little effect on local intersections, and thus would not substantially affect emergency vehicles traveling in the vicinity. Site access would be provided from Harrison, 12th, and Norfolk Streets, as the proposed Eagle Plaza would permit emergency vehicle travel. Even during full plaza closure events, emergency vehicle passage would still be maintained via the travel lane through Eagle Plaza. Therefore, effects on emergency vehicle access, under both build options, would be less than significant.

### Construction

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

Detailed plans for the proposed projects construction activities have not yet been finalized, but during the anticipated 18-month construction period, temporary and intermittent transportation impacts would result from truck movements to and from the project site during excavation and construction activities associated with construction of the proposed building. It is anticipated that there would be an average of 50 construction workers per day at the project site, depending on the construction phase (which may require up to 250 workers during peak construction periods). Staging and construction for Eagle Plaza would occur within the 12th Street segment and on the portion of Harrison Street adjacent to the Eagle Plaza site. One southbound lane of 12th Street would remain in operation during the construction of Eagle Plaza. Existing sidewalk areas may be temporarily closed during daytime construction hours. Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

In order to reduce any potential impacts to the surrounding transportation network and users therein during construction activities, the construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible City agencies to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project and other nearby projects. The specific provisions of the permit would address issues of circulation, public safety, parking and others, as developed in a meeting of the Transportation Advisory

Staff Committee (TASC) attended by the Project Sponsor and City departments, including Parking and Traffic, Police, Public Works, and SFMTA Muni Operations. Based on these findings, construction-related impacts would be less than significant.

While construction related impacts would be less than significant, improvement measures could be implemented to further reduce these less-than-significant impacts. The transportation study identifies **Improvement Measure I-TR-4: Construction Truck Deliveries During Off-Peak Periods** and **Improvement Measure I-TR-5: Construction Management Plan**, which would further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. These are included in this Community Plan Exemption as **Project Improvement Measures 4** and **5**, respectively, beginning on page 95.

## Parking

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

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

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.<sup>24</sup> 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 only.

The parking demand for the proposed residential and retail uses associated with the proposed project was determined based on the methodology presented in the SF Guidelines. On an average weekday, the demand for parking would be for 282 parking spaces. The proposed project would result in the removal of approximately 15 on-street parking spaces associated with the implementation of Eagle Plaza, plus up

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<sup>24</sup> San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 1532 Harrison Street, October 13, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

to four spaces for creation of the loading zone and a potential bulb-out on Harrison Street at 12th Street that would be installed as part of the Eagle Plaza improvements. Six additional spaces would be eliminated on Norfolk Street to permit sidewalk widening. In total, the project would result in the removal of 25 on-street parking spaces. The proposed project would provide 103 total off-street spaces, including three ADA-accessible spaces and one car-share space. Thus, as proposed, the project would have an unmet parking demand of 180 spaces compared to project demand (excluding the car-share space), and a total shortfall of approximately 285 spaces, including the elimination of the 80-space parking lot on the project site and up to 25 on-street spaces for the creation of Eagle Plaza, on-street loading zone on Harrison Street, and sidewalk widening on Norfolk Street.

During the weekday midday hours, 1:00 p.m. to 3:00 p.m. available parking in the vicinity of the project is generally constrained, as most on-street parking spaces were occupied. However, public parking along neighboring streets and at the nearby off-street parking garage (255 12th Street) becomes noticeably available in the evening hours of 6:30 p.m. to 8:00 p.m. as about half of the total parking supply is available. Based on the anticipated parking demand associated with the proposed project and estimated unmet demand of on-site, off-street parking, and because the proposed project would likely generate a high amount of long-term parking demand, residents and visitors of the proposed project may experience some difficulty finding available parking during the weekday midday hours, as parking conditions are generally constrained, with minimal availability. However, patrons of the proposed project would not experience a substantial amount of difficulty finding available parking along nearby streets or at the nearby parking facility during the evening hours.

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. Further, the project site is located in a Western SoMa Mixed-Use General (WMUG) zoning district where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting. The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would

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

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

## Variant

The project variant would include an underground garage containing up to 86 off-street parking spaces, including two ADA-accessible parking spaces and one car-share space, all of which would be accessible via a single 29-foot-wide curb cut and garage opening on Norfolk Street in the project's northernmost building volume. The off-street parking would be provided in a mix of automated stackers and independently accessible spaces in the basement garage. A total of 137 secure Class 1 bicycle parking spaces would be provided on the garden level, and six residential Class 2 bicycle parking spaces (sidewalk bicycle racks) and three commercial Class 2 bicycle parking spaces (sidewalk bicycle racks) would be provided at street level. The project variant would include on-street loading zone similar as the proposed project along Harrison Street. Additionally, the project variant would also result in the total removal of 25 on-street parking spaces.

The project variant would generate an estimated 2,272 person trips (inbound and outbound) on a weekday daily basis, consisting of 750 person trips by auto, 688 transit trips, 517 walk trips and 317 trips by other modes; there would be 551 daily vehicle trips. During the p.m. peak hour, the variant would generate an estimated 88 vehicle trips (accounting for vehicle occupancy data for this Census Tract), 112 transit trips, and 125 walk and other-mode trips.<sup>25</sup> Therefore, the variant would result in fewer daily and peak-hour trips for all modes than would the proposed project, and impacts to transportation and circulation would remain less than significant, as with the proposed project. Project Improvement Measures 1 through 5 would also apply to the project variant.

Regarding parking, the project variant would generate demand for 193 parking spaces, 89 fewer spaces than the proposed project (calculated using SF Guidelines).The project variant would provide 86 off-

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<sup>25</sup> The variant as analyzed in the Transportation Impact Study included about 25 percent more retail space than the variant as currently proposed; therefore, the trip generation calculations are conservative.

street parking spaces, including two ADA-accessible spaces and one car-share space. The project variant would have an unmet parking demand of 108 parking spaces compared to demand (excluding the car-share space), and a total shortfall of 213 spaces including the on-street and off-street spaces that would be eliminated with implementation of the variant. As with the proposed project, unmet parking demand would not materially affect overall parking conditions in the project site vicinity such that hazardous conditions or significant delays are created. The project variant would not introduce any new impacts that have not already been analyzed under the proposed project and the Western SoMa PEIR.

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

The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topics 6e and 6f are not applicable.

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

than-significant levels. Four of these measures would apply to the 1532 Harrison Street project, as described below.

Some of these mitigation measures require a project-specific noise study, which has been prepared and reviewed by the San Francisco Planning Department. Where applicable, the findings of this study are also presented below<sup>26</sup>

**PEIR Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses** requires a detailed study of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA<sup>27</sup> (Ldn<sup>28</sup>), where such development is not already subject to the California 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 study 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 study shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. As the project proposes a residential development, Mitigation Measure M-NO-1b would apply to the project, as detailed under **Project Mitigation Measure 2** on page 87. The noise study conducted for the proposed project identified sound transmission class (STC) ratings (which identify the sound reduction, in decibels, provided by building walls) that would allow the proposed residential uses to meet applicable building code interior noise standards. For the proposed project, STC ratings of between 28 and 40 would be required on exterior walls, depending on location within the project site.<sup>29</sup> Compliance with these prescribed STC ratings would ensure that noise-sensitive uses would be adequately protected from exterior noise levels. The project sponsor would incorporate the recommendations of the noise study into project design, and these recommendations could be made conditions of project approval by the Planning Commission. No additional mitigation is expected to be required for the project to comply with Title 24 standards.

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<sup>26</sup> Charles M. Salter Associates, Inc., *1532 Harrison Street Residences*, prepared for Build Inc., January, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<sup>27</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>28</sup> The L<sub>dn</sub> is the L<sub>eq</sub>, 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<sub>eq</sub> is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

<sup>29</sup> Charles M. Salter Associates; see footnote 26, p. 50.

**PEIR Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses** requires a noise study 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. According to the noise study, these fixed-source pieces of equipment, such as garage exhaust fan and rooftop exhaust fan would generate equipment noise levels up to 51 dBA at the nearest sensitive receptor and would therefore comply with the Noise Ordinance. This mitigation does not apply to the proposed project, because it does not include noise-generating uses. No additional mitigation is expected to be needed to meet the Noise Ordinance, and this measure would not be applicable, as it is intended to apply to uses, such as places of entertainment and PDR uses that tend to generate substantially higher than ambient noise levels, particularly late at night or early in the morning.

To quantify the noise environment in compliance with mitigation measures M-NO-1b long-term continuous noise measurements were conducted along Harrison Street, 12th Street, and Norfolk Street with average and maximum noise levels taken every 15 minutes. Surrounding noise-generating uses that were identified include three nightclubs, an auto shop, two retail stores, and an outdoor food park.

**PEIR Mitigation Measure M-NO-1d: Open Space in Noisy Environments** requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space, and that such protections be “consistent with the principles of urban design.” The project site is located along streets with noise levels above 60 dBA<sup>30</sup> (Ldn<sup>31</sup>) and is located within an area subject to this mitigation measure. As the project proposes a noise-sensitive use with provision of open space, Mitigation Measure M-NO-1d would apply to the project, as detailed under **Project Mitigation Measure 3** on page 87.

The noise study evaluated the ability of the open space to be protected from existing ambient noise levels. Project common usable open space includes the laneways between buildings as well as the rooftop terrace. The noise level in the laneways would be up to 66 dBA Ldn assuming a receiver setback of 20 feet from the edge of the building. However, the noise level would decrease farther from the street due to shielding from the buildings themselves and, even at 66 dBA, ambient noise levels would not be expected to adversely affect the use of the on-site common usable open space, as the noise level would not be inconsistent with noise levels commonly experienced in the vicinity. The noise level on the roof terrace would be no greater than 65 dBA Ldn; therefore no further protection from noise would be required.

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<sup>30</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>31</sup> The L<sub>dn</sub> is the L<sub>eq</sub>, 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<sub>eq</sub> 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.



Additionally, an increase in ambient noise would be associated with outdoor activities within the proposed Eagle Plaza. However, public use of the plaza is expected to generate noise typical of an outdoor café. Public events staged at the plaza would be infrequent and associated noise impacts would be temporary in nature. Such noise would be considered a nuisance by some; however, this is expected in urban areas. As with the proposed residential uses, the exposure of sensitive receptors to excessive nuisance noise associated with public use of the plaza would be limited through compliance with the Noise Ordinance and through enforcement by the Director of Public Health and the San Francisco Police Department.

**PEIR Mitigation Measure M-NO-2a: General Construction Noise Control** requires implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of an existing surface parking lot and carport and construction of a new six- to seven-story mixed-use building, and therefore, would contribute to construction-related noise impacts. Mitigation Measure M-NO-2a would apply to the project, as detailed under **Project Mitigation Measure 4** on page 87.

Construction of the project over an 18-month construction period would result in temporary elevated noise levels at existing adjacent land uses. Major construction phases are expected to include demolition, dewatering, shoring, excavation, utilities, street improvements, and concrete work. The noisiest of these activities is typically demolition and ground clearing, when heavy machinery would be in use. However, according to the noise study prepared for the project, the scheduled equipment to be used in constructing the project would be in compliance with the San Francisco Noise Ordinance (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 the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 18 months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and

would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

The noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented, as feasible:

1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.
2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence.
3. Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site.
4. Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.
5. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities.
6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).
8. Avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (no closer than linear 20 feet) between immediately adjacent neighbors.
9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.

**PEIR Mitigation Measure M-NO-2b: Noise Control Measures During Pile Driving** states that projects requiring pile driving should minimize vibration and noise through use of quiet pile-driving technology, limitation of duration of pile driving activity, and other measures. Since installation of the project’s foundation would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project.

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

## Variant

As stated in the Project Description, the variant would be similar in operation and construction, and would also involve demolition and construction over an 18-month period. For the proposed project variant, STC ratings of 28 to 37 would be necessary to comply with Mitigation Measures M-NO-1b. Mitigation Measures M-NO-1b, M-NO-1d, M-NO-2a (Project Mitigation Measures 2–4) would apply to the project variant, and impacts would be less than significant with this mitigation. The variant would not result in significant noise impacts that were not identified in the Western SoMa PEIR.

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

The Western SoMa PEIR identified significant and unavoidable impacts related to: violation of an air quality criteria air pollutant standards, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce impacts to a less-than-significant level.

## Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone,<sup>32</sup> carbon monoxide (CO), particulate matter (PM),<sup>33</sup> nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment<sup>34</sup> or unclassified for most criteria pollutants with the exception of ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

The Western SoMa PEIR determined, that at a program-level, the Western SoMa Community Plan would result in significant regional air quality impacts. The PEIR states that, "It is possible that individual development projects, if large enough, could result in significant effects related to emissions of criteria air pollutants, even if the overall plan is determined to have a less-than-significant impact. For example, a project that generates more than 3,500 daily vehicle trips would likely result in operational emissions that would exceed one or more project-specific significance thresholds. Such projects would be required to undergo project-specific environmental review and, if mitigation could not reduce emissions to below the thresholds(s), such projects could be subject to the requirement to prepare an EIR. Consequently, the potential exists for individual development projects within the Project Area to generate vehicle trips that would result in a significant increase in criteria air pollutants."

The Bay Area Air Quality Management District (BAAQMD) prepared *2010 BAAQMD CEQA Air Quality Guidelines* (Air Quality Guidelines), updated in 2012<sup>35</sup> which provided new methodologies for analyzing air quality impacts. The BAAQMD has also identified thresholds of significance for those criteria air

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<sup>32</sup> Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG, also sometimes referred to as volatile organic compounds or VOC by some regulating agencies) and nitrogen oxides (NO<sub>x</sub>).

<sup>33</sup> Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from man-made and natural sources. Particulate matter regulated by the state and federal Clean Air Acts is measured in two size ranges: PM<sub>10</sub> for particles less than 10 microns in diameter, and PM<sub>2.5</sub> for particles less than 2.5 microns in diameter.

<sup>34</sup> "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

<sup>35</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2012; Available on the internet at: [http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines\\_Final\\_May%202012.ashx?la=en](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en).

pollutants that the SFBAAB is in non-attainment.<sup>36</sup> These thresholds of significance are utilized by the City.

To determine the project's criteria air pollutant emissions, an Air Quality Technical Memorandum was prepared for the proposed project and the results of this memorandum are discussed below.<sup>37</sup>

### Construction

The Western SoMa PEIR **Mitigation Measure M-AQ-6: Construction Emissions Minimization Plan** for Criteria Air Pollutants, requires projects that generate criteria air pollutant emissions during construction that exceed one or more of the applicable significance criteria to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 18 month and 385 construction days. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and documented within an Air Quality Technical Memorandum. Criteria air pollutants that would be emitted during construction are given in **Table 5**.

**TABLE 5**  
**PROJECT CONSTRUCTION AVERAGE DAILY EMISSIONS ESTIMATES**

Emission Category	Estimated Average Daily Emissions (pound per day)			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Average Daily Emissions – Proposed Project	6.8	19.6	1.2	1.1
Significance Threshold	54	54	82	54
Significant?	No	No	No	No

See Appendix A of the Air Quality Technical Memorandum – 1532 Harrison Street for additional information.

ROG = reactive organic gases; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter with diameter equal to or less than 10 microns; PM<sub>2.5</sub> = particulate matter with diameter equal to or less than 2.5 microns.

SOURCE: ESA, May 2015.

As shown in Table 5, construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds. Therefore, Mitigation Measure M-AQ-6 would not apply.

<sup>36</sup> BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, Table 11, p. 32. Available on the internet at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Revised%20Draft%20CEQA%20Thresholds%20%20Justification%20Report%20Oct%202009.ashx?la=en>.

<sup>37</sup> ESA, Air Quality Technical Memorandum – 1532 Harrison Street. September 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E

### *Operation*

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), and energy usage. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an Air Quality Technical Memorandum. Default assumptions were used where project-specific information was unknown.

**Table 6** shows average daily operational criteria pollutant emissions and total annual operational criteria pollutant emissions for the project. Mobile sources would contribute the largest percentage of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational criteria pollutant emissions of the proposed project would be below the City's currently adopted significance thresholds applied to operational emissions of land use development projects.

Western SoMa 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 resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 717 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

As shown in Tables 5 and 6, the proposed project would not exceed the threshold of significance for construction or operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Western SoMa PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

### **Construction Dust Control**

The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

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

**TABLE 6**  
**PROPOSED PROJECT OPERATIONAL DAILY CRITERIA AIR POLLUTANT EMISSIONS**

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area Sources (ppd)	2.8	0.2	0.1	0.1
Energy (ppd)	0.1	0.5	<0.1	<0.1
Mobile (ppd)	2.6	4.8	3.3	0.9
<b>Project Average Daily Emissions (ppd)</b>	<b>5.4</b>	<b>5.5</b>	<b>3.5</b>	<b>1.1</b>
Significance Threshold	54	54	82	54
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Area Sources (tpy)	0.4	<0.1	<0.1	<0.1
Energy (tpy)	<0.1	0.1	<0.1	<0.1
Mobile (tpy)	0.4	0.7	0.5	0.1
<b>Project Maximum Annual Emissions (tpy)</b>	<b>0.8</b>	<b>0.8</b>	<b>0.5</b>	<b>0.2</b>
Significance Threshold	10	10	15	10
Significant?	No	No	No	No

ppd = pounds per day, tpy = tons per year

ROG = reactive organic gases

NO<sub>x</sub> = oxides of nitrogen

PM<sub>10</sub> = particulate matter with diameter equal to or less than 10 microns

PM<sub>2.5</sub> = particulate matter with diameter equal to or less than 2.5 microns

SOURCE: ESA Community Development, May 2015.

independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The proposed project would be subject to and would comply with the Construction Dust Control Ordinance and Prepare a Dust Control Plan, which would ensure that these impacts would remain less than significant.

## Community Risk and Hazard Impacts

For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City in which there are additional health risks for affected populations ("Air Pollutant Exposure Zone"). The Air Pollutant Exposure Zone was identified based on two health based criteria: excess cancer risk from all sources > 100 per one million persons, and PM<sub>2.5</sub><sup>38</sup> concentrations from all sources including ambient >10 µg/m<sup>3</sup>.<sup>39</sup>

<sup>38</sup> PM<sub>2.5</sub> is defined as particulate matter less than 2.5 micrometers in diameter, often called "fine" particles.

### *Construction*

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants associated with construction is considered substantial. 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. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the three months of demolition, site preparation, and grading of the anticipated 18-month construction period. Western SoMa PEIR **Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards** require projects to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. For projects with construction activities located in an Air Pollutant Exposure Zone, compliance with Mitigation Measure M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. Therefore, Mitigation Measures M-AQ-7 is applicable to the proposed project, and is detailed in **Project Mitigation Measure 5** on page 89. Compliance with these mitigation measures would result in less-than-significant air quality impacts from construction vehicles and equipment.

### *Siting Sensitive Land Uses*

Western SoMa PEIR **Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants** for New Sensitive Receptors requires analysis of potential site-specific health risks for all projects that would include sensitive receptors in order to reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs). Sensitive receptors are considered to include housing units, child care centers, schools, and health care facilities. Mitigation Measure M-AQ-3 also requires reduction in air quality impacts to residents through building design (e.g., ventilation and air filtration systems).

Since the Western SoMa PEIR was certified, San Francisco has revised Article 38 of the City's *Health Code*. Originally enacted in 2008, Article 38 was revised in 2014, along with applicable implementing portions of the *Building Code*. The revisions make the codes consistent with the results of the air quality modeling undertaken to identify the Air Pollutant Exposure Zone, described above. As revised, Article 38 applies to all development that includes "sensitive uses," as defined in the *Health Code*, including all residential units (regardless of the size of the building); adult, child and infant care centers; schools; and nursing homes. The revised Article 38 considers all existing sources of TACs and PM<sub>2.5</sub>, and requires "enhanced ventilation," including filtration of outdoor air, for all such projects located in the Air Pollutant Exposure Zone, where the cancer risk is greater than 100 in one million and/or PM<sub>2.5</sub> concentration exceeds 10 µg/m<sup>3</sup>. Article 38 requires that the project sponsor submit an Enhances Ventilation Proposal for Approval to the Department of Public Health (DPH). The Exposure Zone is expanded in certain geographic "health vulnerable" areas of the City, primarily the Bayview, Tenderloin, and much of the

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<sup>39</sup> A microgram per cubic meter (µg/m<sup>3</sup>) is a derived System International measurement unit of density—measuring volume in cubic meters—used to estimate weight or mass in micrograms.



South of Market, including the project site, to be more protective, with the areas included in the Exposure Zone based on a standard that is 10 percent more stringent than elsewhere in the City (i.e., excess cancer risk of 90 in one million and/or PM<sub>2.5</sub> concentration of 9 µg/m<sup>3</sup>.) The filtration requirement of Article 38 specifies Minimum Efficiency Reporting Value (MERV) 13 or equivalent, based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2, and requires DPH to confer with other City departments and report to the Board of Supervisors concerning technologies it has identified or evaluated that may comply with the requirements of the *Health Code*. The DBI will not issue a building permit without written notification from DPH that the applicant has an approved Enhanced Ventilation proposal. Article 38 also requires periodic updating of the Air Pollutant Exposure Zone Map to account for changes in sources of TACs and PM<sub>2.5</sub> emissions. Accordingly, the proposed project would be subject to the enhanced ventilation requirements of Article 38, which supersede Mitigation Measure M-AQ-3. In compliance with Article 38, the project sponsor has submitted an initial application to DPH.<sup>40</sup> Accordingly, Mitigation Measure M-AQ-3 is not applicable to the proposed project. Compliance with Article 38 would avoid any potentially significant health impacts associated with project residents' exposure to PM<sub>2.5</sub> and TACs.

### *Siting New Sources*

**PEIR Mitigation Measures M-AQ-4: Siting of Uses that Emit PM<sub>2.5</sub> or DPM and Other TACs** involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The project proposes construction of 28 co-housing units with 4,236 square feet of ground-floor retail space; and development of Eagle Plaza. The project would not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, items that would emit TACs as part of everyday operations. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

### **Variant**

The variant would generate 551 daily vehicular trips, and therefore Mitigation Measure M-AQ-2 would not apply. As shown in **Table 7**, operational criteria pollutant emissions of the variant would be below. Given construction duration, equipment, and staging characteristics would be similar to those of the proposed project, construction of the variant would generate criteria air pollutant emissions similar to those shown for the proposed project in Table 5, page 57, and would also be below applicable thresholds.

The variant would site sensitive receptors in an area of poor air quality. Therefore, the filtration requirements of *Health Code* Article 38 would apply, in lieu of Mitigation Measure M-AQ-3. Mitigation Measure M-AQ-4 would not apply because the variant would not generate TACs as part of regular operations.<sup>41</sup>

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<sup>40</sup> *Application for Article 38 Compliance Assessment, 1532 Harrison Street*, submitted September 11, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E.

<sup>41</sup> *Application for Article 38 Compliance Assessment, 1532 Harrison Street*, submitted September 11, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1390E.

**TABLE 7**  
**PROJECT VARIANT OPERATIONAL DAILY CRITERIA POLLUTANT EMISSIONS**

	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources (ppd)	3.8	0.1	0.1	0.1
Energy (ppd)	<0.1	0.3	<0.1	<0.1
Mobile (ppd)	2.1	4.2	2.6	0.7
<b>Total Daily Emissions (ppd)</b>	<b>6.0</b>	<b>4.2</b>	<b>2.7</b>	<b>0.8</b>
Significance Threshold	54	54	82	54
Significant?	No	No	No	No
Area Sources (tpy)	0.7	<0.1	<0.1	<0.1
Energy (tpy)	<0.1	0.1	<0.1	<0.1
Mobile (tpy)	0.3	0.6	0.4	0.1
<b>Total Annual Emissions (tpy)</b>	<b>1.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.1</b>
Significance Threshold	10	10	15	10
Significant?	No	No	No	No

See Appendix A for CalEEMod output.

ppd = pounds per day, tpy = tons per year

ROG = reactive organic gases

NO<sub>x</sub> = oxides of nitrogen

PM<sub>10</sub> = particulate matter with diameter equal to or less than 10 microns

PM<sub>2.5</sub> = particulate matter with diameter equal to or less than 2.5 microns

SOURCE: ESA, September 2015.

Given construction duration, equipment, and staging characteristics would be similar to those of the proposed project, construction of the variant would generate criteria air pollutant emissions similar to those shown for the proposed project in Table 5, page 57, and would also be below applicable thresholds. Therefore, Mitigation Measure M-AQ-6 would not apply. The variant's temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measures M-AQ-7 is applicable.

For the above reasons, the variant 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>
<b>7. GREENHOUSE GAS EMISSIONS— Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project and project variant were determined to be consistent with San Francisco's GHG Reduction Strategy.<sup>42</sup> Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

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<sup>42</sup> San Francisco Planning Department, Compliance Checklist: Greenhouse Gas Analysis, 1532 Harrison Street, Case No. 2013.1390E, May 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.1390E.

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

## Wind

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of **PEIR 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 project site is surrounded by one-, two-, and three-story residential and commercial buildings; there are no existing public areas adjacent to the project site. As discussed in the Project Description, the project is zoned in the WMUG Use District and within a 55/65-X Height and Bulk District. The proposed project would consist of three buildings each with six stories rising to a maximum 65 feet in height (excluding the rooftop mechanical penthouse). The project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project. The proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind.

## Shadow

The Western SoMa PEIR determined that implementation of the 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. Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Parks Department 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 PEIR analyzed impacts of the Western SoMa Community Plan on five existing parks and open spaces under the jurisdiction of the SFRPD, one of which (Howard-Langton Mini Park) is within the boundaries of the Plan Area and four of which (Victoria Manalo Draves Park, South of Market Recreation Center, U.N. Plaza, and Civic Center Plaza) are located in close proximity to the Plan Area. For existing park facilities, the

PEIR determined that significant and unavoidable impacts could occur as a result of the potential for new shadows created by development near the Howard-Langton Mini Park and Victoria Draves Park.

The proposed project would construct a six- to seven-story, approximately 65-foot-tall mixed-use residential building on the project site; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks.

The shadow fan analysis prepared by the Planning Department found the proposed project would not cast shadows on existing Recreation and Parks Department parks or other public parks.<sup>43</sup> The project site is located more than half-a-mile from both Howard-Langton Mini Park and Victoria Manalo Draves Park, and would not contribute to significant shadow impacts identified by the Western SoMa PEIR, because shadow from the proposed project would not reach these parks.

The project would construct the 13,500 square foot Eagle Plaza on the existing 12th Street ROW; however, the proposed Eagle Plaza would not be under the jurisdiction of the Recreation and Parks Department, and therefore would not be subject to Section 295 of the Planning Code. Different parts of the plaza would be shaded at different times throughout the year, as a result of this project. Shadows would be most prominent in the winter months during the morning hours. In the summer, shadows would be generally shorter and thus less prominent. The proposed buildings would be northeast of Eagle Plaza, the proposed buildings would shade the plaza only in the morning hours (before about 11:30 a.m. on the summer solstice [June 21]) and before about 9:45 a.m. at the spring and fall equinoxes [around March 21 and September 21]) and no new project shadow would fall on the plaza on the winter solstice (December 21) because the sun is never far enough north in the sky). These project shadows would cover less than half the plaza at about 9:30 a.m. at the summer solstice, and would never cover as much as half the plaza at spring and fall equinoxes or the winter solstice. Moreover, no new shadow from the proposed project would reach the proposed plaza during midday or afternoon hours.<sup>44</sup> Due to the height and density of surrounding buildings, shadows are a common and generally expected occurrence in urban areas, and the impact of the project would be less-than-significant.

The proposed project would not contribute to the significant unavoidable impacts identified in the Western SoMa PEIR, and would not generate any other impacts that have not been previously identified.

## Variant

Under the variant, the outside envelope of development would be identical to that of the proposed project, and the roof floor plan and site elevations would be substantially similar to the proposed project. The project variant, like the proposed project, would be three buildings, each with six to seven stories that

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<sup>43</sup> San Francisco Planning Department, Shadow Fan Analysis for 1532 Harrison Street, November 5, 2013. This document is on file and available for public review as part of Case File No. 2013.1390E.

<sup>44</sup> ESA, Solar Angle Analysis, August 28, 2015. This document is on file and available for public review as part of Case File No. 2013.1390E.

would not exceed 65 feet. Because the project variant is identical to the proposed project in building height and mass, and because neither the project variant or proposed project exceed the 80-foot threshold (except for mechanical spaces) for wind impacts, the project variant would not contribute to any significant wind impacts and would not be subject to Mitigation Measure M-WS-1. The shadows cast by the project variant would be similar to those cast by the proposed project, and Eagle Plaza would be subject to similar shadow conditions under both the project and the variant. Furthermore, the project variant would not contribute to the significant unavoidable shadow impacts that were identified in the Western SoMa PEIR, and would not generate any new significant shadow impacts that have not been previously analyzed under the proposed project and Western SoMa PEIR.

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

The proposed project would construct a total of 235 group housing units resulting in the addition of approximately 353 residents to the area that would increase the demand for parks and recreational facilities in the area; however, the increase in use of nearby parks would not be substantial. Additionally, the project would include an approximately 5,700-gross-square-foot outdoor roof deck, atop the building fronting Harrison Street, which would partially offset the increase in demand for parks and recreation space. The proposed project would also include two 25-foot-wide mid-block landscaped pedestrian alleys, or “laneways,” that would sit 5 feet below street level, accessible by stairs at each end.

The project would also convert approximately 13,500 square feet of the 12th Street public ROW between Harrison and Bernice Streets into a new public pedestrian plaza, Eagle Plaza, reducing the existing 12th street ROW to a single-lane “slow street” that would provide southbound auto access from 12th Street to Harrison Street. Eagle Plaza would be used for active and passive recreation, festivals, performances, special events, and limited, small-scale commerce to activate the space, such as temporary food trucks

and/or a coffee kiosk. The current plan calls for a mix of movable seating and planters, platforms and play equipment, in addition to several fixed tree plantings and waste receptacles.

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

## Variant

The project variant would also include two laneways, a rooftop deck, and Eagle Plaza. The project variant would result in a population increase of 313 people which would also increase the demand for parks and open space, although such increased demand would be less than under the proposed project. The project variant would include similar open space amenities as the proposed project. Given the project variant would not degrade recreational facilities, is within the development projected under the Western SoMa Community Plan, and would increase public open space and rooftop recreation facilities, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa PEIR.

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

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

The proposed project would be connected to existing water and wastewater utility connections at the project site. A storm drain pump and a sanitary sewer pump would be installed in the sunken first floor to convey stormwater and wastewater to the City's sewer main.<sup>45</sup> The project would be served by the waste hauler that currently serves the City and surrounding neighborhood. As the proposed project is within the level of 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.

## Variant

The project variant would increase the demand for utilities and service systems in the Plan Area, including water, wastewater, and solid waste. As the project variant 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>
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### 11. PUBLIC SERVICES—Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<sup>45</sup> SANDIS, Letter to Build, Inc. RE: 1532 Harrison, San Francisco, CA 94103, Response to Environmental Planning Comments, June 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.



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.

The proposed project would construct a total of 235 group housing units that would house approximately 353 people, which would increase the demand for public services in the Plan Area, including fire protection, police protection, public schools and recreation. However, such an increase in demand would not substantially affect current fire protection and police protection service levels. As the proposed project is within the level of 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.

## Variant

The project variant would increase the demand for public services in the Plan Area, including fire protection, police protection, public schools and recreation. However, such an increase in demand would not substantially affect current fire protection and police protection service levels. As the project variant is within the level of development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>12. BIOLOGICAL RESOURCES— Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

<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>
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"/>

The Western SoMa PEIR analyzed potential biological impacts related to special-status birds, bats, and plants. 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 industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in 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 conflict with any habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, **Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys** and **M-BI-1b: Pre-Construction Special-Status Bat Surveys** would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1st and August 15th if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks greater than 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.

An ESA biologist conducted reconnaissance-level field surveys of the proposed project site, to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential presence for special-status wildlife species previously identified in the Western SoMa PEIR.<sup>46</sup> The proposed project

<sup>46</sup> Rachel Danielson, Biologist, Environmental Science Associates (ESA), 2014. Site Reconnaissance Field Survey of 1532 Harrison Street. September 23, 2014.

would be built on a site that currently serves as a parking lot and is entirely paved, with a metal, single-story, approximate 10-foot x 95-foot open-air carport at the north end of the lot. The lot is surrounded by chain-link fencing and supports no ground vegetation and therefore does not support any special-status plants. Six street trees are located along the southern and western site boundaries of the project site that include two American sycamores (*Platanus occidentalis*) and four bronze loquat (*Eriobotrya deflexa*) trees. The carport structure is fitted with bird netting and plastic bird spikes to prevent roosting on flat ledges beneath the roof.

Habitat that might support nesting birds within the proposed project area is limited to the sycamore and bronze loquat trees located on both Harrison Street and 12th Street. The carport currently excludes birds from roosting/nesting within the carport due to the presence of bird spikes and bird netting though flat ledges could be used by some species if bird spikes or netting were removed or compromised. While special-status avian species identified in the Western SoMa PEIR may occur over the project site on a transient basis while hunting, onsite structures and adjacent street trees do not provide suitable nesting substrate for these particular species. Common passerine species protected under the Migratory Bird Treaty Act<sup>47</sup> and California Department of Fish and Game Code,<sup>48</sup> however, may utilize these trees for nesting. Mitigation Measure M-BI-1a (Project Mitigation Measure 6) would require preconstruction surveys for nesting birds if demolition (or tree removal) is scheduled between February 1st and August 15th. If nesting birds are identified, an appropriate no-work buffer zone would be established as designated by a qualified biologist.

The potential for the project site to support common and special-status bats is low considering the roosting habitat on the project site is limited to the metal carport and immature street trees (with trunks less than 12 inches in diameter). In addition, the surrounding urban environment offers little foraging opportunities with few open or vegetated areas and no areas of standing water to host insect populations. While bats could roost in the crevices and joints of the carport structure, no bat sign (e.g., guano) was observed during the reconnaissance site visit which would indicate an established population that would be disturbed by proposed project activities (e.g., demolition of the carport) and result in a significant impact on special-status bats.<sup>49</sup> Western SoMa PEIR Mitigation Measure M-BI-1b: Pre-Construction Special-Status Bat Surveys is therefore determined to not apply to the proposed project due to onsite existing conditions confirmed during the reconnaissance survey.

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<sup>47</sup> The federal Migratory Bird Treaty Act (16 USC, Section 703, Supplement I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

<sup>48</sup> Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the code or any regulation made pursuant thereto. Section 3503.3 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. California Fish and Game Code Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) allow the designation of a species as "fully protected." This is a greater level of protection than is afforded by the California Endangered Species Act, since such a designation means the listed species cannot be taken at any time, except, under certain circumstances, in association with a species recovery plan.

<sup>49</sup> Rachel Danielson, Biologist, Environmental Science Associates (ESA). Reconnaissance Site Visit for 1532 Harrison Street Project on July 16, 2014.

Although the proposed project would construct three six- to seven-story buildings on the site, the project would be built to comply with San Francisco Planning Code Section 139 and the adopted *Standards for Bird-Safe Buildings*, and therefore the building would not significantly increase the risk of avian collisions. The proposed project would involve demolition of a carport, and therefore could contribute to the significant impact associated with the demolition of potential bird nesting sites. However, the project would be subject to Mitigation Measure M-BI-1a requiring pre-construction special-status bird surveys to be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a is detailed on page 92 as Project Mitigation Measure 6. 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.

## Variant

Under the variant, building massing and heights would be the same as the proposed project, and would be built to comply with San Francisco Planning Code Section 139 and the adopted *Standards for Bird-Safe Buildings*, like the proposed project. The project variant would also be subject to Mitigation Measure M-BI-1a requiring pre-construction special-status bird surveys to be conducted prior to demolition or tree removal in order to reduce these impacts to a less-than-significant level. As the project variant would implement the above mitigation measures, and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

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

<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>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking and liquefaction; the Plan Area does not contain slopes that are susceptible to landslides or slope failure, and the risk of such occurrences was determined to be low. Moreover, the PEIR stated that, because there are no active earthquake faults in the Plan Area, there would be no impact related to fault rupture. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the PEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the PEIR.

The proposed project would involve excavation to a depth of approximately 18 feet and removal of approximately 14,775 cubic yards of soil. The project site is located in an area of liquefaction potential designated as a Seismic Hazards Study Zone (SHSZ) by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. The following is based on a geotechnical report, and an addendum thereto, prepared for the proposed project.<sup>50</sup>

Analysis of geotechnical conditions at the project site was based on literature review, review of previous investigations of the site and vicinity, as well as two soil borings excavated at the project site to a maximum depth of approximately 130 feet below ground surface (bgs). Based on this analysis, the project

<sup>50</sup> Langan Treadwell Rollo, Geotechnical Investigation-1532 Harrison Street, San Francisco, California, March 4, 2015; and Langan Treadwell Rollo, Addendum: Geotechnical Investigation-1532 Harrison Street, San Francisco, California, May 26, 2015. These documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

site is underlain by sandy fill to a depth of 8 to 12 feet bgs, with very dense sand to a depth of 22 to 40 feet. The upper layer of sandy fill was likely placed in the former drainage of Mission Creek, which historically ran through the project vicinity from the Mission District, southwest of the site, to Mission Bay, located to the southeast. Beneath the sand is a layer of Bay Mud that extends to a depth of between 60 and 80 feet bgs, with an additional 20 to 30 feet of Old Bay Clay below that. Shale bedrock was encountered in the two borings at depths of 95 and 115 feet bgs. Groundwater was found at 7 feet bgs, and has historically been encountered at and near the site at depths of 6 to 13 feet bgs. The geotechnical investigation anticipates that "high groundwater," for design purposes, may be about 6 feet bgs. Additionally, groundwater would vary with time and seepage of groundwater may be encountered near the ground surface during rain or irrigation upslope of the project site.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 12.5 miles west of the project site. The proximity would likely result in strong earthquake shaking at the project site.

The geotechnical report identified the principal geologic and seismic hazards at the project site as liquefaction and cyclic densification, both as a result of seismically induced groundshaking; the potential for lateral spreading, in contrast, was judged to be low. Both liquefaction and cyclic densification can result in substantial and uneven settlement, resulting in structural damage. Liquefaction occurs when saturated, typically sandy, soils temporarily lose their ability to support structural loads due to increased water pressure between the grains, induced by seismic groundshaking; essentially, the soil briefly assumes liquid properties. Cyclic densification results in a decrease in volume in dry sandy soil, not unlike the way material in an overfilled jar can be compacted by tapping the side of the jar. Additional geologic concerns include the presence of undocumented fill, shallow groundwater, and the potential for buried foundation materials from structures that once occupied the site.

Regarding liquefaction, the report estimated that the site would be subject to approximately 1.5 inches of liquefaction-induced settlement in soils that reach up to approximately 16 feet bgs. Concerning cyclic densification, the report found that, in an approximately 7-foot deep layer of loose to medium dense sand above the water table, densification could result in 5 to 8 inches of settlement. However, the report and addendum concluded that, because the proposed project would entail excavation to a depth of approximately 18 feet bgs to construct the below-grade parking garage beneath the entire site and the laneways, the excavation would remove both the soils potentially subject to liquefaction and those potentially subject to cyclic densification. Accordingly, the excavation would extend into dense sand and would be adequately supported on a conventional mat foundation. In addition to removing liquefiable soils and those subject to densification, the excavation would also remove all of the undocumented fill and would likely remove any remnant foundations. Because the mat foundation would extend below the water table, it would be required to be appropriately waterproofed.

Prior to basement excavation, the report recommends that shoring be installed at the site perimeter to protect adjacent streets, structures, utilities and other offsite improvements, and the adjacent residential building be underpinned to support it during project construction. The report also recommended monitoring of adjacent structures during construction to identify and, if necessary, correct settlement and/or lateral movement. Additionally, dewatering would likely be needed prior to excavation for the mat foundation. The geotechnical report concludes that the proposed project is feasible from a geotechnical engineering standpoint, assuming that the recommendations in the report are followed in project design and construction, including incorporation of seismic design standards in compliance with the *San Francisco Building Code*.

The project would be required to conform to the *San Francisco Building Code*, which incorporates all construction requirements within the *California Building Code* and ensures the safety of all new construction in the City. Therefore, potential damage to structures from geologic hazards such as seismic stability of the project site would be addressed through the recommendations of the geotechnical 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.

## Variant

The project variant would also be required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. The project variant would involve the same excavation as the project, to a depth of approximately 18 feet and the same removal of approximately 14,775 cubic yards of soil. Therefore, potential damage to structures from geologic hazards such as liquefaction and cyclic densification and the seismic stability of the project site would be addressed through the recommendations in the geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. As with the proposed project, all liquefiable soils and those subject to cyclic densification would be removed with the variant. The project variant would not result in a significant effect related to seismic and geologic hazards. Therefore, the project variant would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

<b>Topics:</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in PEIR</b>
<b>14. HYDROLOGY AND WATER QUALITY— Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The existing lot is entirely covered by impervious surfaces, and the proposed buildings and patio areas would not fully occupy the project site, as the project would incorporate two laneways, which could include pervious paving. Additionally, the proposed Eagle Plaza would incorporate pervious surfaces into the proposed plaza area. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, and therefore would not increase the amount of



stormwater runoff and drainage beyond existing conditions. A storm drain pump would be installed in the sunken first floor to convey stormwater to the City's sewer main.<sup>51</sup>

The project sponsor and the contractor responsible for construction activities at the project site would be required to incorporate erosion control Best Management Practices (BMPs) as well as control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of DBI. The Construction Site Runoff Control Ordinance requires mandatory BMPs to reduce erosion and sedimentation, which may include incorporation of straw wattles at stormwater inlets or other measures to reduce erosion runoff.

Regarding operational impacts to water quality, in accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Any dewatering activities would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77). Therefore, operational activities in connection with the proposed project would not violate a water quality standard or a waste discharge requirement or otherwise substantially degrade water quality. The project is not located within a 100-year flood zone, as indicated by City and Federal Emergency Management Agency (FEMA) flood zone maps, nor is the project site located in an area that could be impacted by Bay Conservation and Development Commission (BCDC) estimates for sea level rise. 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.

## Variant

The project variant would involve the same project site and roughly the same building footprint and envelope. It would be subject to the same State and City regulations as the proposed project, and no mitigation measures are necessary. Development of the project variant would not result in a significant effect related to hydrology and water quality, nor would it result in any significant impacts that were not identified in the Western SoMa PEIR.

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<sup>51</sup> SANDIS, Letter to Build, Inc. RE: 1532 Harrison, San Francisco, CA 94103, Response to Environmental Planning Comments, June 5, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 determined that because the Plan Area is not located near an airport land use plan area or in the vicinity of a private airstrip there would be no impact relating to airports or airport hazards. Therefore, the Community Plan Exemption Checklist topics 15e and 15f are not applicable. The PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires.

### Hazardous Building Materials

The project site consists of an approximately 80-space surface parking lot, as well as an approximately 10-foot x 95-foot carport structure located on the north side of the site, which would be demolished as part of the proposed project.

Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, the work must comply with Chapter 34, Section 3426 of the San Francisco Building

Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Chapter 34 requires specific notification and work standards and identifies prohibited work methods and penalties to ensure significant impacts related to lead-based paint during building demolition would be avoided.

Building Asbestos may also be found within the carport proposed for demolition. As required by Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, the City would 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. Notification must be sent to the Bay Area Air Quality Management District (BAAQMD) and the local office of the California Division of Occupational Safety and Health (Cal OSHA). The project's asbestos abatement contractors would be expected to follow state regulations contained in the California Code of Regulations, Title 8 Section 1529 and Sections 341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of Asbestos Containing Material (ACM).

These regulations and procedures, already established as a part of the permit review process, would ensure that any impacts of demolition due to ACM would be less than significant.

Because the carport was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. The proposed project involves the demolition of the existing building on the project site, so **PEIR Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement**, is applicable to the proposed project. PEIR Mitigation Measure M-HZ-2 requires any equipment containing PCBs or mercury, such as fluorescent light ballasts and fluorescent light tube fixtures, to be removed and properly disposed of in accordance with applicable federal, state, and local laws prior to the start of demolition and/or renovation of an existing structure. Implementation of this mitigation measure would reduce potential impacts related to hazardous building materials to less-than significant levels. Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement is identified as Project Mitigation Measure 7 on page 92.

The project would comply with all applicable regulations and procedures, as established through the permit review processes and described above, as well as Project Mitigation Measure 7, to ensure impacts relating to lead paint, asbestos, and other hazardous building materials from demolition of the car port would not be significant.

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

### Handling of Potentially Contaminated Soils

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

**Action** would reduce these impacts to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that sponsors for projects that disturb more than 50 cubic yards of soil to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. Mitigation Measure M-HZ-3 of the Western SoMa PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project would include excavation to a depth of 18 feet and require approximately 14,775 cubic yards of soil disturbance. The proposed project is identified on the Maher Map and is disturbing more than 50 cubic yards of soil and is therefore subject to the Maher Ordinance.

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. The Phase I found no evidence of the presence or likely presence of any hazardous substances that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water. However, the most environmentally significant use of the property was as a junk yard, which is not a specifically Recognized Environmental Concern, but does present significant concerns and opportunities for releases of controlled substances to the soil and groundwater and required subsurface sampling on the property. There were no Recognized Environmental Concerns seen in the nearby area. The Phase II ESA did not encounter any conditions that indicated that there had been any current or historic activities which had impacted the soil or groundwater. The soil sampling detected low levels of Total Recoverable Petroleum Hydrocarbons (TRPH), which is characteristic of the historic fill and burn zone debris which is found throughout the South of Market area.<sup>52,53</sup> SFDPH issued a No Further Action (NFA) letter in September 2014.<sup>54</sup> Minor revisions to project (increased depth and volume of excavation) since issuance of the NFA letter do not change the conclusions of the Phase I or Phase II, and would not require modification of SFDPH requirements.<sup>55,56</sup>

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

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<sup>52</sup> John Carver Consulting, *Phase I Environmental Site Assessment at 1532 Harrison Street*, April 30, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<sup>53</sup> John Carver Consulting, *Phase II Environmental Soil and Groundwater Investigation at 1532 Harrison Street*, June 14, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

<sup>54</sup> San Francisco Department of Public Health, Environmental Health, 1532 Harrison Street, SMED 1097, letter to Build Inc. stating no further action is required for Maher Ordinance, September 24, 2014.

<sup>55</sup> John Carver Consulting, 1532 Harrison Street, SMED 1097, Current Status Environmental Review, memorandum to Build Inc., April 22, 2015.

<sup>56</sup> San Francisco Department of Public Health, Environmental Health, 1532 Harrison Street, SMED 1097, letter to Build Inc. stating no further action is required for Maher Ordinance, June 17, 2015.

As noted in Section 4, Transportation, emergency vehicle access would be maintained with construction of the proposed Eagle Plaza, even during full plaza closure events. Additionally, the proposed project would be required to meet the standards in the City and County of San Francisco Building and Fire Codes, and would be subject to review by the San Francisco Fire Department and Department of Building Inspection (DBI) prior to the issuance of building permits. Therefore, the project would not have the potential to interfere with an adopted emergency response or evacuation plan. For this reason, and the reasons listed above, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

## Variant

The project variant would be required to comply with the same regulations and procedures as the proposed project relating to hazards and hazardous materials. The project variant would also include excavation to a depth of 18 feet and require approximately 14,775 cubic yards of soil disturbance, and would also be subject to the Maher Ordinance. Through compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous soil and/or groundwater. The project variant would also be expected to meet the standards of the City and County of San Francisco Building and Fire Codes, and be subject to review for compliance with these codes before being granted a building permit. Therefore, the project variant, like the proposed project, would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

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

The Western SoMa PEIR determined that the Community Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption,

including Title 24 of the California Code of Regulations enforced by DBI. In addition, the proposed project includes plans to install a solar system array on the building rooftops, which would partially offset the project's need to purchase energy from local suppliers. 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.

## Variant

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

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

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

### Variant

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

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## MITIGATION MEASURES

### **Project Mitigation Measure 1 – Archeological Testing Program (Mitigation Measure M-CP-4a of the Western SoMa PEIR)**

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

*Consultation with Descendant Communities:* On discovery of an archeological site<sup>57</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>58</sup> of the descendant group and the ERO shall be contacted. The representative of the

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<sup>57</sup> By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>58</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco

descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

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

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

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities,

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maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.



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

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

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

The scope of the ADRP shall include the following elements:

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

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

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In

instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

**Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure M-NO-1b of the Western SoMa PEIR)**

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

**Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of the Western SoMa PEIR)**

To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1b, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.

**Project Mitigation Measure 4 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)**

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

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Additionally, the noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented as feasible:

1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.
2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence.

3. Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site.
4. Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.
5. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities.
6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.
7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).
8. Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) would be required to prepare the entire site. However, the developer would endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.
9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.

**Project Mitigation Measure 5 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)**

To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, 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.

- A. Construction Emissions Minimization Plan. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project’s construction emissions and if, based on that analysis,

construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable. 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 U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*
    - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>59</sup>
  - c) Exceptions:
    - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is 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.

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<sup>59</sup> Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

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

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

\* How to use the table. If the 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 the VDECS installed: technology type, serial number, make, model, manufacturer, Air Resources Board (ARB) verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
  5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.
- B. *Reporting.* Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

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

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

**Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR)**

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

**Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)**

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

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## IMPROVEMENT MEASURES

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

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



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

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

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

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

### **Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips.**

The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.

The project sponsor has agreed to implement the following TDM measures:

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

***Transportation and Trip Planning Information:***

- *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

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

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

***Bicycle Measures:***

- *Parking:* Increase the number of on-site secured bicycle parking beyond *Planning Code* requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).
- *Bay Area Bike Share:* Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage.

***Additional TDM Measures***

In addition to the TDM measures described above, the Project Sponsor will additionally provide the following TDM measures consistent with TransForm's GreenTRIP program. According to TransForm, GreenTRIP is an innovative program that certifies residential and mixed-use developments that apply strategies to reduce traffic and excessive parking. GreenTRIP staff help applicants find the most appropriate trip reduction strategies, like transit passes and carsharing for residents. GreenTRIP transportation analysis and communication materials are used to explain the benefits, and often to justify reduced parking provisions, to decision makers and the public. Consistent with the GreenTRIP program, the Project Sponsor will provide the following additional TDM measures:

- Encourage retail tenants to allow bicycles in the workplace;
- Provide free or subsidized bike share membership to residents and tenants;

- Facilitate direct access to bicycle facilities in the study area (e.g., Route 25 on 11th and Route 30 on Folsom and Howard Streets) through on-site signage; and
- Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants.

**Project Improvement Measure 3: Coordination of Move-in/Move-Out Operations and Large Deliveries.**

To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Harrison Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Harrison Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Harrison Street. Curb parking on Harrison Street shall be reserved through SFMTA or by directly contacting the local 311 service within five days business in advance. No move-in/out activities or related loading activities shall be located along 12th Street or Norfolk Street, adjacent to the project site.

**Project Improvement Measure 4: Construction Truck Deliveries During Off-Peak Periods.**

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

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

**Project Improvement Measure 5: Construction Management Plan.**

In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

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