

Appendices

- A. Initial Study (IS)
- B. Notice of Preparation (NOP) for Case No. 2014-000362ENV and Written Responses and Public Comments on the NOP

Appendix A

Initial Study (IS)



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study

Date: November 9, 2016
Case No.: **2014-000362ENV**
Project Title: **1500 Mission Street**
Zoning: C-3-G (Downtown General Commercial) District
Van Ness & Market Downtown Residential Special Use District
120/320-R-2, 85/250-R-2, 85-X Height and Bulk Districts
Block/Lot: 3506/002, 003
Lot Size: 110,772 square feet (2.5 acres)
Project Sponsor: Goodwill SF Urban Development, LLC
Related California Urban Housing
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Lead Agency: San Francisco Planning Department
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PROJECT DESCRIPTION

The project site occupies approximately 110,772 square feet (2.5 acres) on the north side of Mission Street between South Van Ness Avenue and 11th Street, within the Downtown Area Plan and the Market & Octavia Area Plan. The project site contains two lots with a building occupying each lot: 1500 Mission Street (Assessor's Block 3506, Lot 002) and 1580 Mission Street (Assessor's Block 3506, Lot 003).¹ The existing 1500 Mission Street lot contains a one-story, approximately 28-foot-tall (including an approximately 97-foot-tall clock tower), approximately 57,000-square-foot warehouse building currently occupied by Goodwill Industries with a below-grade parking garage. The existing 1580 Mission Street lot contains a two-story, approximately 30-foot-tall, 29,000-square-foot retail and office building also currently occupied by Goodwill Industries. Goodwill Industries sold the project site to the project sponsor, Goodwill SF Urban Development, LLC, an affiliate of Related California Urban Housing. With the proceeds, Goodwill Industries has relocated their warehouse to South San Francisco and plans to relocate their office and store to 2290 Powell Street (at Bay Street) in San Francisco.

The project sponsor proposes to demolish the existing 1580 Mission Street building and to retain and rehabilitate a portion of the 1500 Mission Street building and demolish the remaining portions on the project site, to construct a mixed-use development with two components. The first component would consist of a residential and retail/restaurant building ("residential and retail/restaurant component") with frontages along Mission Street and South Van Ness Avenue. The second component would consist of an office and permit

¹ Lots 002 and 003 are also referred to in some property records as Lots 006 and 007, respectively.

center building (“office and permit center component”) containing several City and County of San Francisco (“City”) departments on the remainder of the site, with frontage along 11th Street.

Combined, the two proposed components (“proposed project”) would develop up to approximately 1,334,500 combined square feet of residential, office, retail, restaurant, and supporting uses.^{2,3} The proposed residential and retail/restaurant component would consist of a 39-story, 396-foot-tall tower (416 feet to top of parapet enclosing mechanical equipment) with mid-rise podium elements. The proposed residential and retail/restaurant component would contain up to approximately 626,100 square feet of residential space (a maximum of 560 dwelling units, 20 percent of which would be on-site inclusionary affordable units), approximately 28,300 square feet of retail space located on the first floor of the residential building, approximately 9,700 square feet of restaurant space located in the retained portion of the 1500 Mission building, and approximately 26,200 square feet of common and publicly-accessible open space. The proposed residential and retail/restaurant component would provide 300 off-street vehicular parking spaces in two basement levels, with vehicular ingress and egress from a new 29-foot-wide curb cut along 11th Street, consisting of 280 for residential uses (including 11 American with Disabilities Act (ADA)-accessible parking spaces), six car-share spaces (including the two car-share spaces required for the office component), and 14 parking spaces for retail uses. In addition, the proposed residential and retail/restaurant component would include three off-street freight loading spaces with vehicular ingress and egress from a new 26-foot-four-inch-wide curb cut along Mission Street. The proposed residential and retail/restaurant component would also include approximately 247 Class 1 bicycle parking spaces provided on the first basement level and approximately 52 Class 2 bicycle parking spaces provided on sidewalks adjacent to the project site. An emergency backup generator would be located in an enclosed room on the ground floor of the residential building and other mechanical equipment, such as the HVAC system would be located on the roof in an enclosed mechanical area.

The proposed office and permit center component would consist of a 16-story, 227-foot-tall tower (257 feet to top of parapet enclosing mechanical equipment) with mid-rise elements extending west and south from the tower. The proposed office and permit center component would contain up to approximately 449,800 square feet of office uses occupied by City offices, including a permit center for the Planning Department, Department of Building Inspection (DBI), San Francisco Public Works (Public Works), and other departments on the second floor.⁴ In addition, an approximately 4,400-square-foot childcare facility would be located on the third floor. The proposed office and permit center component would provide up to 120 off-street vehicular parking spaces, including four ADA-accessible parking spaces, in two basement levels, and four off-street

² For the purposes of a conservative analysis, the maximum development scenario for the proposed project is analyzed herein. Upon final approval, the proposed project may be smaller in terms of unit count and area than the maximum scenario.

³ All floor area dimensions herein are conservatively provided in square feet of gross building area. For projects, such as the proposed project, in the C-3 (Downtown) Use Districts, certain portions of the building are excluded from the *Planning Code*'s definition of “gross floor area,” which serves as the basis for the calculation of floor area ratio. These exclusions, as indicated in *Planning Code* Section 102, include, but are not limited to, ground floor and mezzanine retail and restaurant space, up to 5,000 square feet per use; ground floor pedestrian circulation and building service space; child care facilities; principally permitted accessory parking that is underground; certain mechanical space; and basement space used for storage and building operation and maintenance.

⁴ It is unknown at this time what other Departments would occupy the new office building. It is anticipated that the majority of employees from those other Departments already work in existing City office buildings in the Civic Center and mid-Market neighborhoods.

service spaces and three freight loading spaces on the first basement level, with vehicular ingress and egress to the spaces from a new 28-foot-wide curb cut along 11th Street. The proposed residential and retail/restaurant component would also include approximately 306 Class 1 bicycle parking spaces on the first basement level, and 15 Class 2 bicycle parking spaces on sidewalks adjacent to the project site. An emergency backup generator would be located in an enclosed mechanical area adjacent to the open space on the 10th floor of the building.

The proposed project would require approximately 86,000 cubic yards of excavation for the building foundation and two basement levels. The project sponsor proposes to install a mat foundation to support the proposed buildings. The mat thickness in the residential area ranges from 2.5 feet to 10 feet; in the office area, the mat thickness ranges from two feet to five feet. The excavation for the proposed below-grade parking and mat will range from 19 to 32 feet.

The proposed project would seek amendments to the Zoning Map Height and Bulk Districts and *San Francisco Planning Code (Planning Code)* text amendments to create a new special use district (proposed Mission and South Van Ness Special Use District), which would require a recommendation by the Planning Commission and approval by the Board of Supervisors. The proposed project would also seek a Downtown Project Authorization (*Planning Code* Section 309), including any requested exceptions from the Planning Commission and approval by the Planning Commission and recommendation from the Recreation and Park Commission to determine that new shadow would not adversely impact use of a park (*Planning Code* Section 195).

FINDING

This project could have a significant effect on the environment and a focused environmental impact report has been prepared. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064, Determining Significant Effect, and 15065, Mandatory Findings of Significance, and the following reasons as documented in this Initial Evaluation (Initial Study) for the project, which is attached to the EIR, per CEQA Guidelines Section 15128. Mitigation measures are included in this project to avoid potentially significant effects. See Section F, *Mitigation Measures and Improvement Measures*.

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INITIAL STUDY
(2014-000362ENV: 1500 Mission Street)

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Initial Study

1500 Mission Street Project

Planning Department Case No. 2014-000362ENV

A. Project Description

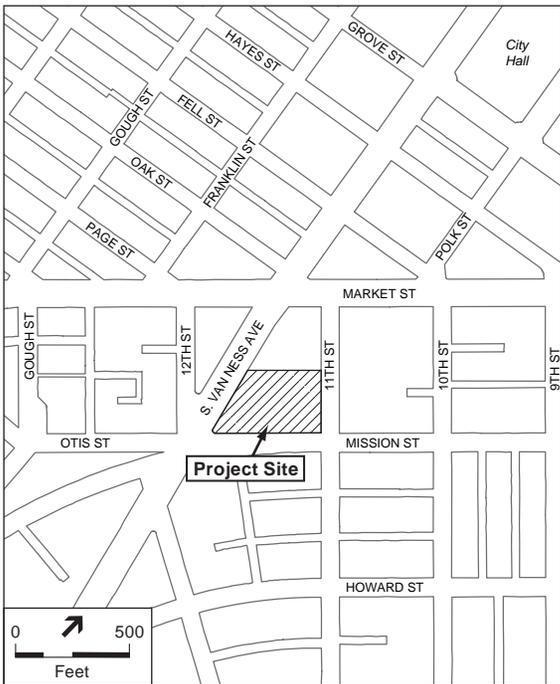
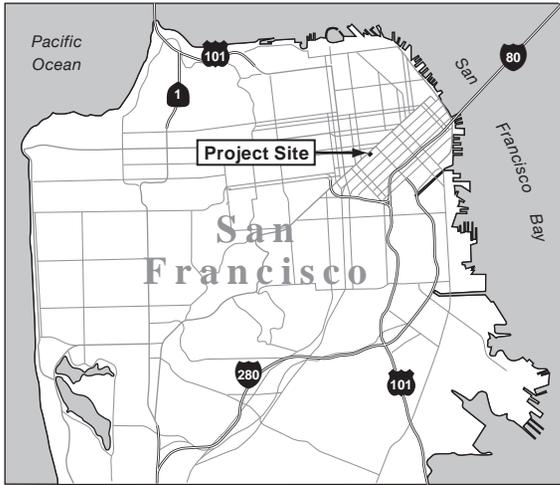
PROJECT LOCATION AND SITE CHARACTERISTICS

The project site consists of two parcels (Assessor's Block 3506, Lot 002 [1500 Mission Street] and Lot 003 [1580 Mission Street]) located on the north side of Mission Street between 11th Street to the east and South Van Ness Avenue to the west, within San Francisco's South of Market (SoMa) neighborhood, as shown in **Figure 1, Regional Location**.⁵ The project site is located within the Downtown Area Plan and Market & Octavia Area Plan, and is located within the C-3-G (Downtown General Commercial) Use District, the Van Ness & Market Downtown Residential Special Use District, and the 120/320-R-2, 85/250-R-2, and 85-X Height and Bulk Districts. **Figure III-2, Existing Site Plan**, in EIR Chapter III, *Plans and Policies*, illustrates the height and bulk districts within a one-block radius of the project site, and Chapter II, *Project Description*, provides additional details regarding the proposed project.

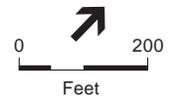
The project site totals 110,772 square feet (2.5 acres) and is generally flat. The project site is a trapezoidal shape with approximately 472 feet of frontage along Mission Street, 301 feet of frontage along South Van Ness Avenue, and 275 feet of frontage along 11th Street. The northern boundary of the site stretches for 321 feet abutting an eight-story City office building that fronts onto South Van Ness Avenue and Market Street (One South Van Ness Avenue).

The project site is currently occupied by two existing buildings used by Goodwill Industries: a two-story, approximately 30-foot-tall, 29,000-square-foot building located at 1580 Mission Street constructed in 1997 that contains a Goodwill retail store on the ground level and offices above; and an approximately 57,000-square-foot, approximately 28-foot-tall (including an approximately 97-foot-tall clock tower), largely single-story warehouse building at 1500 Mission Street that was used until June 2016 by Goodwill for processing donated items, as shown in **Figure 2, Existing Site Plan**. The primary entrance to the retail building at 1580 Mission Street is at the corner of South Van Ness Avenue and Mission Street. The entrance and primary façade of the warehouse building, along with the clock tower, is located on Mission Street toward the corner of 11th Street. The warehouse building at 1500 Mission Street has a basement vehicular parking garage that is currently used for public parking with approximately 110 off-street vehicular parking spaces (some of which are valet), with ingress and egress from an approximately 25-foot-wide curb cut along South Van Ness Avenue. The project site also contains approximately 25 surface vehicular parking spaces and six surface freight loading spaces, with ingress and egress from an approximately 46-foot-wide curb cut along Mission Street. The warehouse building, which features an approximately 97-foot-tall clock tower atop the Mission Street façade, was constructed in 1925 for the White Motor Company and renovated in 1941 for use as a Coca-Cola bottling plant—a use that continued until the 1980s. The building located at 1580 Mission is less than 45 years of age

⁵ Lots 002 and 003 are also referred to in some property records as Lots 006 and 007, respectively.



-  Project Site
- 2, 3 Lot Numbers
- 3506 Assessor's Block



SOURCE: ESA, 2015

1500 Mission Street; Case No. 2014-000362ENV

Figure 1
Regional Location

and is considered a “Category C” property—Not a Historical Resource. The warehouse building located at 1500 Mission has been determined individually eligible for the California Register of Historical Resources and is considered a “Category A” property—Known Historical Resource.

The project site contains two street trees on South Van Ness Avenue, eight street trees on Mission Street, and six street trees on 11th Street.

PROPOSED PROJECT

The project sponsor, Goodwill SF Urban Development, LLC, an affiliate of Related California Urban Housing, proposes to demolish the existing 1580 Mission Street building and to retain and rehabilitate a portion of the 1500 Mission Street building and demolish the remaining portions on the project site to construct a mixed-use development with two components. The first component would consist of a residential and retail/restaurant building (“residential and retail/restaurant component”) with frontages along Mission Street and South Van Ness Avenue. The second component would consist of an office and permit center building (“office and permit center component”) containing several City and County of San Francisco (“City”) departments, with frontage along 11th Street, as shown in **Figure 3, Proposed Site Plan, Figure 4, West and East Elevations, and Figure 5, South Elevations as Viewed from Mission Street.**

Combined, the two proposed components (“proposed project”) would develop up to approximately 1,334,500 combined square feet of residential, office, retail, restaurant, and supporting uses.⁶ The proposed residential and retail/restaurant component would consist of a 39-story, 396-foot-tall tower (416 feet to top of parapet enclosing mechanical equipment) with mid-rise podium elements (the mid-rise podium element along South Van Ness Avenue would extend up to 49 feet tall and the mid-rise podium element along Mission Street would extend up to 123 feet). The proposed residential and retail/restaurant component would contain up to approximately 626,100 square feet of residential space (a maximum of 560 dwelling units, 20 percent of which would be on-site inclusionary affordable units), approximately 28,300 square feet of retail space located on the first and floor of the residential building, approximately 9,700 square feet of restaurant space located in the portion of the 1500 Mission building to be retained, and approximately 26,200 square feet of common and publicly-accessible open space. The proposed residential and retail/restaurant component would provide 300 off-street vehicular parking spaces in two basement levels, with vehicular ingress and egress from a new 29-foot-wide curb cut along 11th Street, consisting of 280 spaces for residential uses (including 11 ADA-accessible parking spaces), six car-share spaces (including the two car-share spaces required for the office component), and 14 spaces for retail uses. In addition, the proposed residential and retail/restaurant component would include three off-street freight loading spaces with vehicular ingress and egress from a new 26-foot-four-inch-wide curb cut along Mission Street. The proposed residential and retail/restaurant component would also include approximately 247 Class 1 bicycle parking spaces provided on the first basement level and approximately 52 Class 2 bicycle parking spaces provided on sidewalks adjacent to the project site. An emergency backup generator would be located in an enclosed room on the ground floor of the residential building within the loading dock area.

⁶ For the purposes of a conservative analysis, the maximum development scenario for the proposed project is analyzed herein. Upon final approval, the proposed project may be smaller in terms of unit count and area than the maximum scenario, but will not exceed those assumptions analyzed under the maximum development scenario.



SOURCE: SOM, 2016

1500 Mission Street; Case No. 2014-000362ENV

Figure 4
West and East Elevations



SOURCE: SOM, 2016

1500 Mission Street; Case No. 2014-000362ENV

Figure 5
South Elevations as Viewed from Mission Street

The proposed office and permit center component would consist of a 16-story, 227-foot-tall tower (257 feet to top of parapet enclosing mechanical equipment) with mid-rise elements extending west and south from the tower. The proposed office and permit center component would contain up to approximately 449,800 square feet of office uses occupied by City offices, including a permit center for the Planning Department, Department of Building Inspection (DBI), San Francisco Public Works (Public Works), and other departments on the second floor.⁷ In addition, an approximately 4,400-square-foot childcare facility would be located on the third floor. The proposed office and permit center component would provide up to 120 off-street vehicular parking spaces, including four ADA-accessible parking spaces, in two basement levels, and four off-street service spaces and three freight loading spaces on the first basement level, with vehicular ingress and egress to the spaces from a new 28-foot-wide curb cut along 11th Street. The proposed residential and retail/restaurant component would also include approximately 306 Class 1 bicycle parking spaces on the first basement level, and 15 Class 2 bicycle parking spaces on sidewalks adjacent to the project site. An emergency backup generator would be located in an enclosed mechanical area adjacent to the open space and South Van Ness Avenue on the 10th floor of the building.

A publicly-accessible, east/west, mid-block concourse totaling approximately 9,000 square feet would separate the two components of the proposed project and provide pedestrian connectivity midway through the site from South Van Ness Avenue to Mission Street via a north/south mid-block alley. **Table 1, Proposed Project Characteristics—Maximum Development Scenario**, presents the proposed project characteristics for both components, which are further described below.

The proposed project would require approximately 86,000 cubic yards of excavation for the building foundation and two basement levels. The project sponsor proposes to install a mat foundation to support the proposed buildings. The mat thickness in the residential area ranges from 2.5 feet to 10 feet; in the office area, the mat thickness ranges from two feet to five feet. The excavation for the proposed below-grade parking and mat would range from 19 to 32 feet.

⁷ It is unknown at this time what other Departments would occupy the new office building. It is anticipated that the majority of employees from those other Departments already work in existing City office buildings in the Civic Center and mid-Market neighborhoods.

TABLE 1 PROPOSED PROJECT CHARACTERISTICS—MAXIMUM DEVELOPMENT SCENARIO

Proposed Use	Description	Approximate Square Feet (sf) ^a
RESIDENTIAL/RETAIL	39 stories, 396 feet tall (416 feet to top of parapet)	767,200
Residential Tower	560 units total (20 percent affordable units)	626,200
Studios and One-Bedroom units	311 units	—
Two- and Three-bedroom units	249 units	—
Retail/Restaurant ^b	Ground floor	38,000
Basement Area ^c	Below-grade Levels 1 and 2	103,000
Vehicle Parking ^d	300 spaces, including 280 residential spaces (including 11 ADA-accessible spaces); 6 car-share spaces; 14 retail spaces;	—
Loading	3 full-size loading spaces ^h	—
Class 1 Bicycle Parking	247 spaces	—
Class 2 Bicycle Sidewalk Spaces	52 spaces	—
Shower Facilities	6 showers	—
Lockers	38 lockers	—
OFFICE AND PERMIT CENTER	16 stories, 227 feet tall (257 feet to top of parapet)	567,300
Offices and Floor 1	Floors 1 and 3 to 16	408,600
Permit Center	Floors 2	41,200
Childcare Facility	Floor 3	4,400
Basement Area ^c	Below-grade Levels 1 and 2	113,100
Vehicle Parking	Up to 120 spaces, including 4 ADA-accessible spaces	—
Loading/Service	3 full-size loading spaces; 4 service vehicle spaces ^e	—
Class 1 Bicycle Parking	306 spaces	—
Class 2 Bicycle Sidewalk Spaces	15 spaces	—
Shower Facilities	15 showers	—
Lockers	76 lockers	—
COMBINED PROJECT ^f	Residential, Retail, Office, Parking	1,334,500
Total Site Area	Area of parcels at ground level	110,772 (2.5 acres)
Total Vehicle Parking		—
Total Loading/Service	6 full-size loading spaces; 4 service vehicle spaces ^e	—
Total Class 1 Bike Parking	553 spaces	—
Total Class 2 Bike Sidewalk Racks	67 spaces	—
Shower Facilities	21 showers	—
Lockers	114 lockers	—
OPEN SPACE	Residential, Office, and Public Open Space	58,600
Residential Common Open Space	Floors 2, 5, 11, and 39	23,700
Publicly-Accessible Residential and Retail Open Space ^g	South Van Ness Avenue Sidewalk	3,300
Private Residential Open Space	Provided for 15 units	3,100
Private Office Open Space	Floors 2–4, 6–7, 9–10, 12–13, 16 (includes 6,800 sf childcare open space)	19,500
Publicly-Accessible Office Open Space	Mid-block concourse ⁱ	9,000

SOURCE: Related California and SOM, September 2016.

a. Areas rounded to nearest 100 sf

b. Includes approximately 9,700 sf of restaurant in retained 1500 Mission Street building frontage.

c. Includes ramp to garage and garage circulation space in the basement.

d. Includes two car-share spaces required for the office component.

e. The *Planning Code* requirement for the office component is five loading spaces; however, per Section 153(a)(6), two service vehicle spaces can be substituted for one full-size loading space.

f. Includes approximately 2,500 sf of residential common open space and approximately 760 sf of retail publicly-accessible open space on South Van Ness Avenue.

g. Parking square footage included in total site area figure provided for the combined project.

h. Loading for the residential and retail/restaurant building would be accessed from the mid-block alley, which would be accessed from Mission Street.

i. Although not considered open space under the *Planning Code*, an approximately 4,400-square-foot mid-block alley extending from Mission Street to the mid-block concourse would provide for additional pedestrian access.

APPROVALS REQUIRED

The project would require the following approvals:

San Francisco Board of Supervisors

- Zoning Map amendments to change the site's height and bulk district designations and amendment to Map 3 (height districts) of the Market & Octavia Area Plan
- *Planning Code* amendments to create the Mission and South Van Ness Special Use District, which would supersede the project site's current Van Ness & Market Downtown Residential Special Use District, to permit office uses above the fourth floor, change the subject parcels' height, allow parking for the City's fleet vehicles and to permit a ratio of 0.5 parking space per unit for the residential parking, and to amend Section 270 regarding bulk limits by creating a new Subsection 270(g)
- Ratification of the City's conditional agreement to purchase the office building component
- Potential approvals for construction within the public right-of-way (e.g., sidewalk wind screens and benches) on Mission and 11th Street and South Van Ness Avenue if ownership of the South Van Ness sidewalk is conveyed to the City from Caltrans

San Francisco Planning Commission

- Certification of the Final EIR.
- Zoning Map Amendment to alter the parcels' height and bulk and amendment to Map 3 (height districts) of the Market & Octavia Area Plan (recommendation to the Board of Supervisors)
- *Planning Code* amendments to create the Mission and South Van Ness Special Use District, which would supersede the project site's current Van Ness & Market Downtown Residential Special Use District zoning, and to amend Section 270 regarding bulk limits by creating a new Subsection 270(g) (recommendation to the Board of Supervisors)
- Downtown Project Authorization (*Planning Code* Section 309), including exceptions to the requirement to provide a rear yard amounting to 25 percent of lot depth, eliminate existing and new exceedances of the pedestrian wind comfort criterion of Section 148 and the requirement for off-street freight loading spaces for the residential and building of Section 152.1 (four spaces required, three proposed)
- Findings, upon the recommendation of the Recreation and Park General Manager and/or Commission, that shadow would not adversely affect public open spaces under Recreation and Park Commission jurisdiction (*Planning Code* Section 295)

San Francisco Public Works

- Minor or major street encroachment permits for construction within the public right-of-way (e.g., wind canopy, sidewalk wind screens and benches) on Mission and 11th Street and on South Van Ness Avenue if ownership of the South Van Ness sidewalk is conveyed to the City from Caltrans
- Approval of lot merger and resubdivision applications
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping

San Francisco Department of Building Inspection

- Approval of demolition, grading, and building permit applications
- If any night construction work is proposed that would result in noise greater than five dBA above ambient noise levels, approval of a permit for nighttime construction

San Francisco Municipal Transportation Agency

- Approval of the placement of bicycle racks on the sidewalk, and of other sidewalk improvements, by the Sustainable Streets Division
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a special traffic permit from the Sustainable Streets Division
- Approval of construction within the public right-of-way to ensure consistency with the *Better Streets Plan*
- Approval of the on-street commercial (yellow zone) and passenger (white zone) loading spaces proposed along South Van Ness Avenue and 11th Street

San Francisco Public Utilities Commission

- Approval of any changes to sewer laterals (connections to the City sewer) or relocation of sewer lines
- Approval of an Erosion and Sediment Control Plan, in accordance with Article 4.1 of the *San Francisco Public Works Code*
- Approval of post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's Stormwater Design Guidelines

San Francisco Recreation and Park Commission

- Determination and recommendation to the Planning Commission that shadow would not adversely affect open spaces under Commission jurisdiction

San Francisco Department of Public Health

- Approval of an Enhanced Ventilation Proposal as required pursuant to Article 38 of the *Health Code*
- Approval of a Dust Control Plan as required pursuant to Article 22B of the *Health Code*
- Approval of a Work Plan for Soil and Groundwater Characterization and, if determined necessary by the Department of Public Health, a Site Mitigation Plan, pursuant to Article 22A of the *Health Code*

Bay Area Air Quality Management District

- Approval of permit to operate for emergency generators

California Department of Transportation

- Approval of encroachment permits for any work above or in the street and, if the South Van Ness Avenue sidewalk remains in State ownership, for the wind canopy, wind screens, benches and trees on the South Van Ness Avenue (Highway 101) sidewalk

B. Project Setting

The project site is located approximately 320 feet south of the intersection of Market Street and Van Ness Avenue, and approximately four blocks south of San Francisco City Hall. Land uses in the immediate area of the project site include high-rise, primarily office, buildings to the north and east, generally with ground-floor retail space, and low- and mid-rise, mixed-use buildings containing office, retail, and multi-family residential uses, located to the south and west. Other uses located in the project area include storage facilities, hotels, entertainment uses, and government institutions. The project site is bounded by a building to the north, 11th Street to the east, Mission Street to the south, and South Van Ness Avenue to the west. The property to the north of the project site consists of an eight-story, steel-and-glass commercial building located at One South Van Ness Avenue that is currently occupied by a Bank of America branch and the SFMTA Customer Service center on the ground floor and City offices above. Residential uses proximate to the project site include a cluster of wood-frame and modern industrial two- to four-story multi-family buildings along Lafayette, Minna, and Natoma Streets, including one at the corner of Mission and Lafayette Streets, immediately across Mission Street from the project site.

The project site is located within one-half mile of the United Nations Plaza, which consists of a 2.6-acre pedestrian mall with seating, lawn areas, a fountain, public art installations, trees, and small gardens with a clear view of City Hall. The plaza is used twice a week for the Heart of the City Farmers Market and is near the San Francisco Public Library, Asian Art Museum, various governmental institutions, offices, and numerous public transportation stops and stations. The project is also located within one-half mile of numerous San Francisco Recreation and Parks Department (SFRPD) facilities, including Civic Center Plaza, Patricia's Green, Howard & Langton Mini Park, Koshland Park, Hayes Valley Playground, and the Page & Laguna Mini Park. U.S. Highway 101 (U.S. 101) provides the primary regional vehicular access to the project site. The Van Ness Avenue Muni Metro station is located one-half block north of the project site, on Market Street and the Civic Center BART/Muni Metro station is approximately four blocks northeast of the project site. In addition, there are multiple bus stops located in proximity to the project site, including stops along South Van Ness Avenue and Mission Street that are adjacent to the project site boundary along South Van Ness Avenue north of Oak Street and north of Mission Street, as well as Market Street east of South Van Ness Avenue and 11th Street between Mission and Market Streets. The Western SoMa Light Industrial and Residential Historic District, listed on the California Register of Historical Places, is located south of the project site across Mission Street.

C. Compatibility with Existing Zoning and Plans

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SAN FRANCISCO PLANNING CODE

The *Planning Code*, which incorporates by reference the city's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. In addition to the following compatibility analysis, Chapter III, *Plans and Policies*, of this EIR also considers and analysis of the proposed project's compatibility with existing plans and policies.

Allowable Uses

The project is located in the C-3-G (Downtown – General Commercial) Zoning District, which covers the western portions of Downtown. The site is also within the Van Ness & Market Downtown Residential Special Use District, which encourages the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street, Mission Street, Van Ness Avenue, and South Van Ness Avenue.

As stated in *Planning Code* Section 210.3, the C-3-G Zoning District is composed of a variety of uses, including retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a Citywide or regional function, although the intensity of development is lower at the project site than in the downtown core area further to the east.

The requirements associated with the C-3-G Zoning District are described in Section 210.3 of the *Planning Code* with references to other applicable articles of the *Planning Code* as necessary (for example, for provisions concerning parking, rear yards, street trees, etc.). As in the case of other downtown districts, no off-street parking is required for individual commercial or residential uses. In the vicinity of Market Street, the configuration of this district reflects easy accessibility to rapid transit. Within the C-3-G district, residential and retail/restaurant uses, as proposed by the project, are principally permitted, with no density limit.⁸ The proposed City office use, whether considered retail professional service, non-retail professional service, or an institutional use as a public facility, is also principally permitted in the C-3-G District above the ground floor and requires conditional use authorization on the ground floor and below.^{9,10} However, in the Van Ness & Market Downtown Residential Special Use District, non-residential use is not permitted above the fourth floor, and no more than one third of a project's floor area may be devoted to office use, except that these limitations do not apply to publicly-owned or leased buildings. Because the City office component of the proposed project would be occupied by the City the project's office use, this use would comply with the *Planning Code*. Child care is also a principally permitted use. The proposed project seeks enactment of a new special use district, the

⁸ *Planning Code* Section 201.2.

⁹ *Ibid.*

¹⁰ Per *Planning Code* Section 102, Office Use may be General Office (including, but not limited to, professional, banking, insurance, management, consulting, technical, sales, and design; and the non-accessory office functions of manufacturing and warehousing businesses, multimedia, software development, web design, electronic commerce, and information technology), or Retail or Non-Retail Professional Service, with the difference in the latter two depending on whether services are provided to the general public. A Public Facility is an Institutional Use, publicly or privately owned, that provides public services to the community, has operating requirements that necessitate location within the proposed use district, and is in compliance with the *General Plan*; this category includes civic structures such as administrative offices of government agencies.

Mission and South Van Ness Special Use District, to supersede the Van Ness & Market Downtown Residential Special Use District on the project site to permit office uses above the fourth floor at a ratio greater than one-third of the project's floor area in the event the City chooses not to own or lease the proposed office space.¹¹

Height and Bulk

The project site falls within three separate Height and Bulk Districts (see **Figure III-2, Height and Bulk District Map**, within the EIR). The southwestern side of the project site is within a 85/250-R-2 Height and Bulk District; the southeastern portion of the project site falls within a 85-X Height and Bulk District; and the northern portion of the site falls within a 120/320-R-2 Height and Bulk District. The 85-X district permits a maximum height of 85 feet with no restriction on building bulk. The 85/250-R-2 and 120/320-R-2 districts permit building heights up to 250 feet and 320 feet respectively and *Planning Code* Section 270(f) contains limitations on building bulk above the base heights of 85 feet and 120 feet respectively: these restrictions include maximum plan dimensions at the applicable height limit of 100 feet and 115 feet, respectively, and maximum diagonal dimensions of 125 feet and 145 feet, respectively. In both the 120/320-R-2 and 85/250-R-2 districts, a tower up to 240 feet in height may not exceed a plan length of 90 feet and a diagonal dimension of 120 feet, and a maximum average floor area of 8,500 gross square feet; and a tower between 351 and 550 feet in height may not exceed a plan length of 115 feet and a diagonal dimension of 145 feet, and an average floor area of 10,000 gross square feet.¹² Additionally, buildings taller than 120 feet must have a tower separation of 115 feet apart.

The proposed project would construct a residential and retail tower at the corner of South Van Ness Avenue and Mission Street that would be 396 feet tall, measured from ground level to the top of the roof, with various rooftop elements, including a parapet, extending to a height of 416 feet.¹³ The proposed project also would construct a second tower that would front on 11th Street and would be 227 feet tall, from ground level to the top of the roof, with rooftop elements, including a parapet, extending to a height of 257 feet. The two towers would be approximately 180 feet apart. The plan length for the 396-foot-tall tower above the podium would be approximately 127 feet along Mission Street and approximately 108 feet along South Van Ness Avenue, and the diagonal dimension would be approximately 162 feet. The floorplates for each floor would range from approximately 10,300 square feet in the tower to approximately 27,600 square feet in the podium. The plan length for the 227-foot-tall tower above the podium would be approximately 165 feet along 11th Street and approximately 150 feet along north side of the building, and the diagonal dimension would be approximately 223 feet. The floorplates for each floor would range from between approximately 20,700 square feet in the tower to 41,200 square feet in the podium. The proposed project would exceed the height limit of the existing Height and Bulk Districts but would conform to the requirement that the two buildings would have a tower separation of at least 115 feet apart, as they would be spaced 180 feet apart.

¹¹ The Van Ness & Market Downtown Residential Special Use District prohibits non-residential uses above the fourth floor and limits the ratio of residential to non-residential space. The City is exempt from both of these prohibitions; however, if the City does not acquire the office and permit center component of the proposed project, then the new Mission and South Van Ness Special Use District would no longer impose these restrictions on a private office building.

¹² See *Planning Code* Section 270(f)(1).

¹³ *Planning Code* Section 270(f) defines the tower in the 85/250-R-2 and 120/320-R-2 height and bulk districts as being any part of the building above 85 feet and 120 feet in height, respectively.

The proposed project would be reviewed by the Planning Commission, which would make a recommendation to the Board of Supervisors on proposed Zoning Map amendments to adjust the height and bulk limit designations and text amendments to the *Planning Code* to create the Mission and South Van Ness Special Use District to supersede the Van Ness & Market Downtown Residential Special Use District designation, allow additional off-street parking, and provide office space above the fourth floor, and to amend the bulk limit provisions of Section 270 by creating a new Subsection 270(g) applicable within the new height and bulk districts. The proposed Height and Bulk district for the Mission and South Van Ness Special Use District would include three separate districts. The southwestern side of the project site would fall within a 130/400-R-3 Height and Bulk District; the southeastern portion of the project site would fall within an 85-X Height and Bulk District; and the northern portion of the site would fall within a 130/240-R-3 Height and Bulk District. The 85-X district permits a maximum height of 85 feet with no restriction on building bulk. The 130/240-R-3 and 130/400-R-3 districts permit building heights up to 240 feet and 400 feet, respectively, with bulk limitations and tower separation requirements above a podium height of 130 feet.

Affordable Housing

The proposed project would meet the requirements of the City's Residential Inclusionary Affordable Housing Program requirements (*Planning Code* Sections 415 et seq.) of 13.5 percent by including 20 percent below-market-rate (BMR) units on-site.¹⁴

Streetscape Improvements

Planning Code Section 138.1(c)(1) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The proposed project would consist of 301 feet of total frontage along South Van Ness Avenue, approximately 472 feet of frontage along Mission Street, and 275 feet of frontage along 11th Street, for a total of approximately 910 feet of frontage requiring approximately 46 street trees. The proposed project would comply with Section 138.1(c)(1) by replacing the 16 existing trees along 11th Street, Mission Street, and South Van Ness Avenue and planting up to 53 street trees in total.

Automobile Parking, Bicycle Parking, and Loading

According to *Planning Code* Section 151.1, off-street parking for residential or commercial uses in the C-3-G district is not required; instead, a maximum amount of off-street parking is permitted. The residential and retail/restaurant component of the proposed project would provide 280 residential parking spaces (including 11 ADA-accessible parking spaces), 14 retail parking spaces, and six car-share spaces (including the two car-share spaces required for the office component). If off-street parking is provided, minimum requirements apply with respect to ADA-accessible spaces (one per 25 spaces provided) and car-share spaces (for 201 or more dwelling units, two spaces plus one space for each 200 dwelling units in excess of 200 units, and for non-residential projects with 50 or more parking spaces, one space, plus one space for every 50 parking spaces over

¹⁴ Although San Francisco voters in June 2016 approved an increase in affordable housing requirements for new projects through passage of Proposition C, *Planning Code* provisions adopted by the Board of Supervisors and signed by the mayor in May 2016 provide for the graduated application of increased affordable housing requirements for projects with applications already on file. Based on the May 2016 provisions, because the environmental review application for the proposed project was submitted in 2014, the proposed project would be required to provide 13.5 percent of on-site housing units as affordable units.

50). For retail/restaurant uses, up to seven percent of the gross floor area of the retail/restaurant use is permitted, which would allow 2,660 square feet (about 14 parking spaces) for the retail/restaurant component of the project. For residential uses, 0.25 parking space per unit (140 spaces for the proposed 560 dwelling units) are principally permitted and up to 0.5 parking space per unit (280 spaces) are permitted with a Conditional Use Authorization in the Van Ness & Market Downtown Residential Special Use District. The allowance of 0.5 parking spaces per unit is being proposed as part of the *Planning Code* amendments to create the Mission and South Van Ness Special Use District.

The office and permit center component of the proposed project would provide approximately 113,100 square feet on two basement levels to accommodate up to 120 automobile parking spaces for the City office building (depending on whether stackers are used), including four ADA-accessible parking spaces. For office uses, up to seven percent of the gross floor area of the office use is permitted, which would allow 31,794 square feet (about 90 vehicle parking spaces for the office component). Therefore, the office and permit center component does not comply with these requirements and the proposed project would require a *Planning Code* text amendment as part of the proposed Mission and South Van Ness Special Use District.

Vehicle and bicycle access to the two garages would be provided via separate driveways on 11th Street. The residential and retail/restaurant component would have an approximately 24-foot-10-inch-wide garage opening, accessed via an approximately 29-foot-wide curb cut; the garage opening for the office and permit center component would be approximately 22 feet and two inches wide accessed via an approximately 28-foot-wide curb cut. The driveway to the residential and retail/restaurant component would be located about 40 feet north of Mission Street, while a driveway into the office and permit center component would be located about 250 feet north of Mission Street and 320 feet south of Market Street.

Planning Code Section 155.2 requires that for new residential buildings over 100 units, 100 secure (Class 1) bicycle parking spaces (bicycle locker or space in a secure room) are provided plus one Class 1 space for every four dwelling units over 100, along with one Class 2 space (publicly-accessible bicycle rack) for each 20 units. Therefore, the residential component of the proposed project would require 215 Class 1 spaces and 28 Class 2 spaces. Section 155.2 also requires that office uses provide one Class 1 space for every 5,000 occupied square feet and a minimum of two Class 2 spaces for any office use greater than 5,000 feet with one Class 2 space for each additional 50,000 occupied square feet, or 90 Class 1 and 11 Class 2 spaces for the proposed project. For the retail space, Section 155.2 requires one Class 1 space for each 7,500 square feet of occupied space and one Class 2 space for each 2,500 square feet of occupied space, or four Class 1 spaces and 11 Class 2 spaces for the retail use. In addition, for a restaurant use Section 155.2 requires one Class 1 space for each 7,500 square feet of occupied space, and one Class 2 space for every 750 square feet of occupied space, for a total of one Class 1 space and 13 Class 2 spaces for the restaurant use. For the childcare use, Section 155.2 requires a minimum of two Class 1 spaces or one space for every 20 children, and one Class 2 space for every 20 children. The total requirement for the proposed project would be 314 Class 1 spaces and 67 Class 2 spaces (racks). The proposed project would provide 553 Class 1 bicycle spaces in the basement garages and 67 Class 2 bicycle spaces; therefore, the proposed project would comply with Section 155.2 of the *Planning Code*.

The Class 1 bicycle spaces for the residential and retail/restaurant component would be provided on the first basement level of the garage, and would be accessed via a dedicated bicycle ramp from 11th Street located to the south of the vehicle ramp serving the residential and retail/restaurant building garage; the Class 1 bicycle spaces for the office and permit center component would be provided on the first basement level of the garage,

and would be accessed via a dedicated bicycle ramp from 11th Street located to the north of the vehicle ramp serving the residential and retail/restaurant building garage. The Class 2 bicycle spaces would be provided in bicycle racks on 11th Street, Mission Street, and South Van Ness Avenue, subject to SFMTA approval.

Per *Planning Code* Section 155.4, the office and permit center component of the proposed project would require four showers and 24 clothes lockers when the occupied floor area exceeds 50,000 square feet. For the retail/restaurant component of the proposed project, Section 155.4 requires one shower and 12 clothes lockers when the occupied floor area exceeds 25,000 square feet but is not greater than 50,000 square feet. As six showers and 38 lockers are proposed for the residential and retail/restaurant component, and 15 showers and 76 lockers are proposed for the office and permit center component, the proposed project would meet the *Planning Code* requirement.

Planning Code Section 152.1 requires three off-street loading spaces for residential buildings greater than 500,000; one space per 25,000 square feet for retail uses greater than 50,000 square feet; and 0.1 space per 10,000 square feet of office space. For the residential and retail component, the proposed project would provide three off-street loading spaces, from a 24-foot-wide curb cut and mid-block alley accessed from Mission Street. The location of this curb cut off of Mission Street, which is not permitted under *Planning Code* Section 155(1)(r) would require an exception from the Planning Commission. Further detail on this proposed curb cut is provided in Section IV.B, *Transportation and Circulation*. For the office component, three truck loading spaces and four service vehicle loading spaces would be provided in the first below-grade garage level, which would be accessed from a driveway on 11th Street, would comply with Section 152.1.

PLANS AND POLICIES

San Francisco General Plan

In addition to the *Planning Code*, the project site is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides general policies and objectives to guide land use decisions. The *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for the physical development of the City. In addition, the *General Plan* includes area plans that outline goals and objectives for specific geographic planning areas, such as the greater downtown (including the project site), policies for which are contained in the Market & Octavia Area Plan, an area plan within the *General Plan*.

A conflict between a proposed project and a *General Plan* policy does not, in itself, indicate a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). Any physical environmental impacts that could result from such conflicts are analyzed in this Initial Study. In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the *General Plan*, independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project that are analyzed in this Initial Study.

Market & Octavia Area Plan

The project site is located in the area referred to as “SoMa West” within the Market & Octavia Area Plan (Area Plan) boundaries, an area plan under the *General Plan*. The Area Plan promotes a mixed-use urban neighborhood in which new and current residents enjoy a vibrant pedestrian realm and rich transit connections. The Area Plan allows for intensive commercial uses and residential towers clustered around the intersection of Market Street and Van Ness Avenue. The building façade, street-level retail uses, and pedestrian-scale design along Mission Street and South Van Ness Avenue are consistent with the Area Plan’s design principles.

By replacing existing structures with a high-density residential, retail/restaurant, and office space development centered around transit, the proposed project at 1500 Mission Street would implement several policies identified in the Area Plan, including but not limited to Policies 1.1.2 (concentrating uses in areas served by transit), 1.2.2 (maximize housing opportunities and encourage high-quality commercial spaces on the ground floor), and 1.2.8 (encourage the development of slender residential towers above the base height in the area along South Van Ness Avenue between Market and Mission Streets). However, the proposed project would introduce two new towers to the area that are generally taller and larger than other buildings in the vicinity. Therefore, the proposed project may conflict with Policy 1.2.4 of the Area Plan— encourage buildings of the same height along each side of major streets. See Topic 1, *Land Use and Land Use Planning*, Question 1c below for a more detailed discussion of potential impacts of the proposed project on the existing character of the vicinity.

Downtown Plan

The Downtown Plan is an area plan under the *General Plan*, and applies to the project site and is in the C-3 Plan region of the Area Plan. The aim of the Downtown Plan is to encourage business activity and promote economic growth downtown, as the city’s and region’s premier city center, while improving the quality of place and providing necessary supporting amenities. Centered on Market Street, the Plan covers an area roughly bounded by Van Ness Avenue to the west, Steuart Street to the east, Folsom Street to the south, and the northern edge of the Financial District to the north.

The Downtown Plan contains objectives and policies that address the following issues: provision of space for commerce, housing, and open space; preservation of the past; urban form; and movement to, from, and within the downtown area (transportation). The Downtown Plan was intended to maintain a compact downtown core and direct growth to areas with developable space and easy transit accessibility so that downtown would “encompass a compact mix of activities, historical values, and distinctive architecture and urban forms that engender a special excitement reflective of a world city.”¹⁵ The Downtown Plan regulates growth in the downtown area, centered in the Financial District, through restrictions on height limits and floor area ratios (FARs).

The Downtown Plan grew out of awareness of public concern in the mid-to-late 20th century over the degree of change occurring downtown and because of “the often conflicting civic objectives between fostering a vital economy and retaining the urban patterns and structures which collectively form the physical essence of San

¹⁵ Introduction to the Downtown Area Plan.

Francisco.”¹⁶ One of the fundamental concepts embodied within the Downtown Plan is to expand the City’s downtown office core south from its traditional location north of Market Street, in a way that protects the smaller-scale and mixed uses in Chinatown, Jackson Square, along Kearny Street, around Union Square, and in the Mid-Market and Tenderloin/North of Market neighborhoods. As the project is proposing to develop an office building and a residential tower at Mission Street, 11th Street and South Van Ness Avenue south of Market Street, the proposed would not obviously conflict with the objective and policies of the Downtown Plan.

As discussed below under Topic 1, *Land Use and Land Use Planning*, Question 1c, the proposed project would introduce two new towers to the area that are generally taller and larger than other buildings in the vicinity. Therefore, the proposed project may conflict with Policy 13.1 of the Downtown Plan:

- **Policy 13.1:** Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.

As noted under the discussion of *General Plan* Urban Design Element Policy 2.4, implementation of the proposed project would result in the demolition of a majority of the 1500 Mission Street building, a historical resource. Demolition of the majority of the building could also conflict with Policy 12.1 of the Downtown Area Plan, which is similar to Urban Design Element Policy 2.4. Associated physical environmental impacts are discussed in Section IV.A, *Cultural Resources*:

- **Policy 12.1:** Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the subsection of Section E, *Evaluation of Environmental Effects*, of this Initial Study addressing the environmental issues associated with the policies, are (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Topic 1, *Land Use and Land Use Planning*, Questions 1a, 1b, and 1c); (3) preservation and enhancement of affordable housing (Topic 2, *Population and Housing*, Question 2b, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Topic 4, *Transportation and Circulation*, Questions 4a, 4b, and 4f); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Topic 1, *Land Use and Land Use Planning*, Question 1c); (6) maximization of earthquake preparedness (Topic 13, *Geology and Soils*, Questions 13a through 13d); (7) landmark and historic building preservation (Topic 3, *Cultural Resources*, Question 3a); and (8) protection of open space (Topic 8, *Wind and Shadow*, Questions 8a and 8b; and Topic 9, *Recreation*, Questions 9a and 9c).

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency

¹⁶ Introduction to the Downtown Area Plan.

of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section E, *Evaluation of Environmental Effects*, of this Initial Study, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

Better Streets Plan

In December 2010, the *San Francisco Better Streets Plan (Better Streets Plan)* was adopted in support of the City's efforts to enhance the streetscape and the pedestrian environment. The *Better Streets Plan* carries out the intent of San Francisco's Better Streets Policy, which was adopted by the Board of Supervisors on February 6, 2006. The *Better Streets Plan* classifies the City's public streets and right-of-way, and creates a unified set of standards, guidelines, and implementation strategies that guide how the City designs, builds, and maintains its public streets and right-of-way.

The *Better Streets Plan* consists of policies and guidelines for the City's pedestrian realm. Major concepts related to streetscape and pedestrian improvements include (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or midblock curb extensions, pedestrian countdown and priority signals, and other traffic calming features; (2) universal pedestrian oriented design, with incorporation of street trees, sidewalk plantings, furnishing, lighting, efficient utility location for unobstructed sidewalks, shared single surface for small streets/alleys, and sidewalk/median pocket parks; (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops in medians within the street); (4) opportunities for new outdoor seating areas; and (5) improved ecological performance with incorporation of stormwater management techniques and urban forest maintenance.

The requirements of the *Better Streets Plan* were incorporated into the *Planning Code* as Section 138.1. The proposed project would be consistent with the *Better Streets Plan* by complying with *Planning Code* Section 138.1 through the implementation of the following measures: pedestrian safety and accessibility features; universal pedestrian-oriented streetscape design with incorporation of street trees, street lighting, efficient utility location for unobstructed sidewalks, shared single surface for small streets/alleys, and sidewalk/median pocket parks; and integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops located in medians within the street). Please refer to Section IV.B, *Transportation and Circulation*, for an analysis of the proposed project's impacts on pedestrian circulation.

Transit First Policy

The City's Transit First Policy was adopted by the Board of Supervisors in 1973, amended in 1999, and is contained in Section 8A.115 of the City Charter. The Transit First Policy is a set of principles that emphasize the City's commitment that the use of public rights-of-way by pedestrians, bicyclists, and public transit be given priority over the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the *General Plan*. All City boards, commissions, and departments are required by law to implement the City's Transit First Policy principles in conducting the City's affairs.

Under *Planning Code* Section 151.1, the residential and retail/restaurant component would be permitted to provide up to one parking space per each four units, and up to 0.5 space per dwelling unit subject to criteria and procedures related to Conditional Use Authorization, and would be permitted to provide up to 14

parking spaces for the retail/restaurant uses. The residential and retail/restaurant component would provide 280 residential and 14 retail/restaurant parking spaces, which is a 0.5 space per dwelling unit parking ratio. The allowance of 0.5 parking spaces per unit is being proposed as part of the *Planning Code* amendments to create the Mission and South Van Ness Special Use District. The office and permit center component would be permitted to provide parking within an area not to exceed seven percent of the gross square area, and the proposed project would exceed this requirement necessitating a *Planning Code* amendment to accommodate the parking requirements of the proposed permit center, including parking for fleet vehicles used by City inspectors. Many of the trips associated with the proposed project are anticipated to be made via public transportation because of the project site's close proximity to numerous Muni routes and the Civic Center BART station. In addition, the proposed project would provide 553 Class 1 bicycle parking spaces and 67 Class 2 bicycle parking spaces along South Van Ness Avenue and Market and 11th Streets, which is greater than the 215 and 28 bicycle parking spaces, respectively, required in the *Planning Code*. However, as discussed above, the planned approximately 26-foot-four-inch-wide curb cut on Mission Street providing truck access for residential and retail loading could create potentially delay Muni. In addition, it could potentially create hazardous conditions for bicyclists traveling in the adjacent bicycle lane the potential for interfering with pedestrian circulation on Mission Street and in the mid-block alley, creating potentially hazardous conditions for pedestrians. Therefore, implementation of the proposed project would potentially conflict with the Transit First Policy, and this is discussed further in Section IV.B, *Transportation and Circulation*, of this EIR.

Regional Plans and Policies

The principal regional planning documents and the agencies that guide planning in the nine-county Bay Area are *Plan Bay Area*, the region's first Sustainable Communities Strategy, developed in accordance with Senate Bill 375 and adopted jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC); the Bay Area Air Quality Management District (BAAQMD)'s *2010 Clean Air Plan*; the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*; and the *San Francisco Bay Plan*, adopted by the San Francisco Bay Conservation and Development Commission. Due to the infill nature of the proposed project, there would be no anticipated conflicts with regional plans.

APPROVALS FROM OTHER AGENCIES

Refer to page 10 for a list of required approvals.

D. Summary of Environmental Effects

The proposed project could potentially affect the environmental factor(s) checked below, for which mitigation measures would be required to reduce potentially significant impacts to less than significant. The following pages present a more detailed checklist and discussion of each environmental factor.

<input type="checkbox"/> Land Use	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology and Water Quality
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Hazards/Hazardous Materials
<input checked="" type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural/Forest Resources
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Significance

E. Evaluation of Environmental Effects

This Initial Study evaluates the proposed 1500 Mission Street project to determine whether it would result in significant environmental impacts. The designation of topics as “Potentially Significant” in the Initial Study means that the EIR will consider the topic in greater depth and determine whether the impact would result in a significant. On the basis of this Initial Study, topics for which there are project-specific effects that have been determined to be potentially significant are:

- Cultural Resources;
- Transportation and Circulation;
- Air Quality;
- Wind; and
- Shadow.

These environmental topics will be evaluated in an EIR prepared for the proposed project.

EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential individual and cumulative environmental effects were determined to be either less than significant or would be reduced to a less-than-significant level through recommended mitigation measures included in this Initial Study:

- Land Use and Land Use Planning;
- Population and Housing;
- Noise;
- Greenhouse Gas Emissions;
- Recreation;
- Utilities and Service Systems;
- Public Services;
- Biological Resources;
- Geology and Soils;
- Hydrology and Water Quality;
- Hazards and Hazardous Materials;
- Mineral and Energy Resources; and
- Agricultural and Forest Resources.

These items are discussed with mitigation measures, where appropriate, in Section E, *Evaluation of Environmental Effects*, of this Initial Study, and require no environmental analysis in the EIR. All mitigation measures identified, including those for construction noise, inadvertent discovery of paleontological resources, and hazardous materials are listed in Section F, *Mitigation Measures and Improvement Measures*; have been agreed to by the project sponsor; and will be incorporated into the proposed project. For items

designated “Not Applicable” or “No Impact,” the conclusions regarding potential significant environmental effects are based upon field observations, staff and consultant experience and expertise on similar projects, and/or standard reference materials available within the San Francisco Planning Department, such as the California Natural Diversity Database and maps published by the California Department of Fish and Wildlife, the California Division of Mines and Geology Mineral Resource Zone designations, and the California Department of Conservation’s Farmland Mapping and Monitoring Program. For each checklist item, the evaluation has considered both individual and cumulative impacts of the proposed project.

SENATE BILL 743 AND CEQA SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 amends CEQA by adding Section 21099 regarding analysis of aesthetics and parking impacts for urban infill projects.

Aesthetics and Parking Analysis

CEQA Section 21099(d) states that, “Aesthetic 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.”¹⁷ 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:

- The project is in a transit priority area;¹⁸
- The project is on an infill site;¹⁹ and
- The project is residential, mixed-use residential, or an employment center.²⁰

The proposed project meets each of the above three criteria because it is (1) located within one-half mile of several rail and bus transit routes, (2) located on an infill site that is already developed with a one-story warehouse structure currently occupied by Goodwill Industries with a below-grade parking garage, and a two-story retail and office structure also currently occupied by Goodwill Industries, and (3) would be a residential retail/restaurant space, as well as an employment center.²¹ Thus, this Initial Study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.

¹⁷ See CEQA Section 21099(d)(1).

¹⁸ CEQA Section 21099(a)(7) defines a “transit priority area” as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

¹⁹ CEQA Section 21099(a)(4) defines an “infill site” as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is *separated* only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

²⁰ CEQA Section 21099(a)(1) defines an “employment center” as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

²¹ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis, 1500 Mission Street (2014-000362ENV)*, September 14, 2016. This document (and all other documents cited in this report, unless otherwise noted) is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2014-000362ENV.

The Planning Department recognizes that the public and decision makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some information that would have otherwise been provided in an aesthetics section (i.e., visual simulations) has been included in Section A, *Project Description*, of this Initial Study and is also presented in Chapter II, *Project Description*, of the EIR. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

In addition, CEQA Section 21099(d)(2) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources (e.g., historic architectural resources). As such, the Planning Department does consider aesthetics for design review and to evaluate effects on historic and cultural resources.

Cumulative Setting

Past, present and reasonably foreseeable cumulative development projects located within 0.25 mile of the project site are listed below in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, and mapped on **Figure 6, Cumulative Projects within 0.25 Mile of the Project Site**. These cumulative projects, several of which are associated with the Market Street Hub Project—a proposed transit-oriented, high-density, mixed-use neighborhood around the intersections of Market Street and Van Ness Avenue—are either under construction or the subject of an Environmental Evaluation Application on file with the Planning Department.²²

²² See Section IV.B, *Transportation and Circulation*, in the EIR for a list of cumulative projects associated with that analysis.

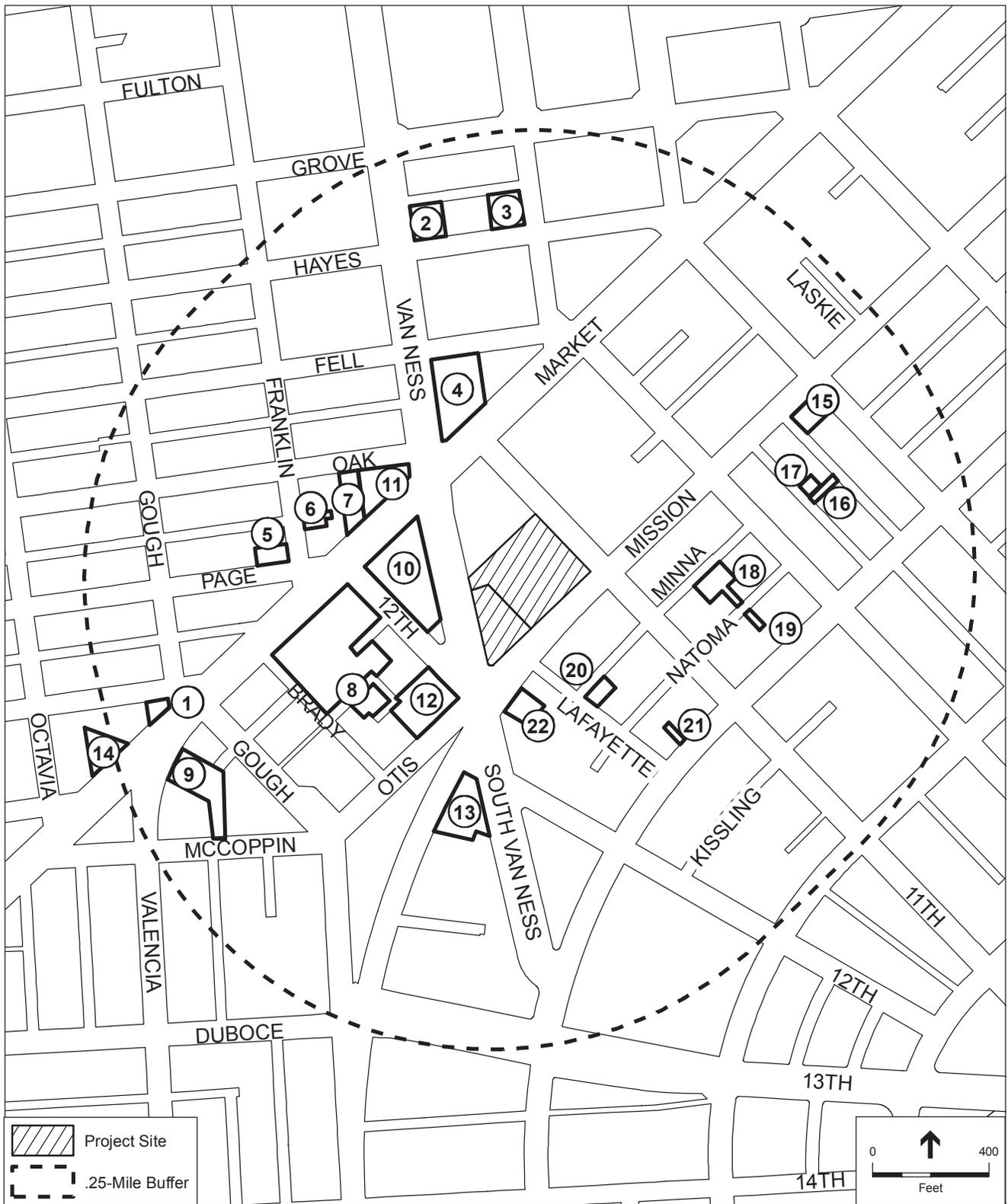
TABLE 2 CUMULATIVE PROJECTS WITHIN 0.25 MILE OF THE PROJECT SITE

	Address	Case File No.	Dwelling Units	Commercial (gsf)	Office (gsf)
1	1700 Market Street	2013.1179E	42	1,753	
2	200 –214 Van Ness Avenue	2015-012994ENV	17		
3	101 Polk Street	2011.0702E	162		
4	30 Van Ness Avenue (sale of site by the City) ^a	2015-008571ENV			
5	1 Franklin Street	2008.1328E	35	2,400	
6	22–24 Franklin Street	2013.1005E	24	1,900	
7	1546–1564 Market Street	2012.0877E	219	4,560	
8	1629 Market Street	2015-005848ENV	584	9,275	27,300
9	1699 Market Street	2014.0484E	160	3,937	
10	10 South Van Ness (Honda Site)	2015-004568ENV	767	20,400	
11	1 Oak Street (formerly 1500–1540 Market Street)	2009.0159E	320	12,970	
12	30 Otis Street	2015-010013ENV	354	4,600	
13	1601 Mission Street (Tower Car Wash)	2014.1121ENV	220	7,336	
14	1740 Market Street	2014.0409E	100	4,385	
15	104 9th Street	2011.0312E	180	3,359	
16	17 Grace Street	2014-002016ENV	13		
17	15–23 Grace Street	2014-001736ENV	13		
18	915 Minna Street	2015-002600ENX	44		
19	949 Natoma Street	2015-001958ENV	6		
20	35 Lafayette Street	2013.0113E	4		
21	1532 Howard Street	2013.1305E	15		
22	1563 Mission Street ^b	2014.0095E			40,600
Totals			3,237	78,367	67,900

SOURCE: Unless otherwise specified, information obtained from San Francisco Planning Department Property Information Database and Active Permits in My Neighborhood Map. Available at <http://propertymap.sfplanning.org/>, accessed June 16, 2016; ESA, 2016.

NOTES:

- a. This case is for the sale of a City-owned property for the development of a residential tower; the number of residential units is unknown at this time.
b. This project is for an outpatient medical facility.



SOURCE: San Francisco GIS

1500 Mission Street: Case No. 2014-000362ENV

Figure 6
 Cumulative Projects within
 0.25 Mile of the Project Site

In addition to the cumulative land use projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, the following area plans are also considered part of the cumulative setting:

- **Market & Octavia Area Plan**, Case No. 2003.0347: The Market & Octavia Plan is an adopted element of the *San Francisco General Plan*. The Market & Octavia Plan serves to respond to the need for housing, repair the fabric of the neighborhood, and to support transit-oriented development. The Plan includes zoning for residential and commercial uses, prescribes streetscape and open space improvements, and places high-density land uses close to transit. Additionally, the Plan describes infill guidelines for housing on 22 vacant Central Freeway parcels and the creation of a new residential center in SOMA West / South Van Ness area. To date, development on 10 of the freeway parcels has been completed and projects on another three have been approved but not yet built—at 455 Fell Street (Central Freeway Parcel O) and 300-350 Octavia Street (Parcels M and N). Another nine freeway parcels remain undeveloped.
- **The Market Street Hub (The Hub) Project**, Case No. 2015-000940ENV: The Hub Project would reexamine and propose changes to the current zoning, land use policies and public realm/street designs for the area referred to as “SoMa West” in the *Market Octavia Area Plan*. The Hub Project would include the following zoning components: zoning changes requiring more permanently affordable housing units; zoning changes to incentivize development of affordable housing for artists, office space for non-profit organizations, and performance or fine arts studio space; height district increases to introduce a variety of building heights and smooth height transitions to adjacent areas study of minor use changes such as inclusion of office beyond current Market Octavia allowances; bulk control increases; zoning change to reduce parking maximums; transportation demand management policies; and development impact fees. The Hub Project would also include potential public realm and transportation components. Further discussion of the Hub Project is provided in Chapter III, *Plans and Policies*, of this EIR.
- **Western SoMa Area Plan**, Case No. 2008.0877: The Western SoMa Community Plan is an adopted element of the *General Plan*. The Plan Area comprises approximately 298 acres in the western portion of the South of Market area. The various components of the Plan, compared to the prior classification, include increases and decreases in building heights on selected parcels due to height and bulk district reclassifications, increases and decreases in density on selected parcels due to use district reclassifications that replaced density standards with other mechanisms to account for density, such as building envelope controls; and streetscape improvements along designated streets and intersections, including installation of signalized pedestrian crossings; sidewalk extensions and corner bulbouts; gateway treatments such as signage and lighting; physical roadway features such as enhanced hardscape area, landscaped islands and colored textured pavement; public realm greening amenities (i.e., street trees and planted medians); and other pedestrian enhancements (i.e., street furniture and public restrooms).
- **Van Ness Bus Rapid Transit Project**. The Van Ness BRT project is a program to improve Muni bus service (i.e., the planned 49R Van Ness-Mission Rapid route) along Van Ness Avenue between Mission and Lombard Streets through the implementation of operational improvements and physical improvements. The operational improvements consist of (1) designating bus-only lanes to allow buses to travel with fewer impediments, (2) adjusting traffic signals to give buses more green light time at intersections, and (3) providing real-time bus arrival and departure information to passengers to allow them to manage their time more efficiently. The physical improvements consist of (1) building high-quality and well-lit bus stations to improve passenger safety and comfort and (2) providing streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. In the vicinity of the project site, the BRT station in the northbound direction of South Van Ness Avenue will be at Market Street, and the existing curbside bus stop on South Van Ness Avenue north of Mission Street will be discontinued.

- **Better Market Street Project.** San Francisco Public Works, in coordination with the San Francisco Planning Department and the SFMTA proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero, and potentially to the 2.3-mile segment of Mission Street between Valencia Street and The Embarcadero, as well as Valencia Street between McCoppin and Market Streets, and 10th Street between Market and Mission Streets. Better Market Street project elements consist of both transportation and streetscape improvements, including changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities. Environmental review has recently been initiated, and will analyze three possible alternatives for the project.

Alternatives 1 and 2 involve redesign and improvement of Market Street only, while Alternative 3 would redesign and improve Mission Street in addition to providing the Alternative 1 improvements to Market Street. Alternatives 1 and 2 each have two design options for bicycle facilities on Market Street. Alternative 1 would remove all commercial and passenger loading zones on Market Street, with the exception of paratransit users, and new commercial loading spaces and passenger loading zones would be created on adjacent cross streets and alleys. Under Alternative 2, some commercial loading spaces and passenger loading zones would remain on Market Street, and some commercial loading spaces and passenger loading zones would be created on adjacent cross streets and alleys.

Alternatives 1 and 2 each include two designs for the bicycle facilities on Market Street: Design Option A and Design Option B. Under Alternatives 1 and 2 Design Option A, an enhanced version of the existing shared vehicle and bicycle lane with painted sharrows (shared lane pavement markings) would be provided at locations where a dedicated bicycle facility is not already present. Under Alternatives 1 and 2 Design Option B, a new raised cycle track (an exclusive bicycle facility that is physically separated from motor traffic and is distinct from the sidewalk for the exclusive or primary use of bicycles) the entire length of Market Street would be provided, except at locations where the BART/Muni entrances or other obstructions would not allow it. Alternative 3 includes the proposed bicycle facilities on Market Street described under Alternative 1, Design Option A and adds a cycle track in both directions and a floating parking lane (located between the travel lane and the cycle track on one side of the street) on Mission Street. Under Alternative 3, the existing transit-only lanes on Mission Street would be removed and Muni, Golden Gate Transit, and SamTrans bus routes would be moved to Market Street. Design, environmental review, selection of the preferred alternative, and approvals will continue through 2017, and construction of improvements is currently anticipated to start in 2018.²³

²³ Better Market Street Project information available at <http://www.bettermarketstreetsf.org/about-common-questions.html>, accessed February 4, 2015.

IMPACT EVALUATION

<i>Topic:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING					
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact LU-1: The proposed project would not physically divide an established community. (No Impact)

The division of an established community would typically involve the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge. The proposed project would entail demolition of the building located at 1580 Mission Street and demolition of the building located at 1500 Mission Street on the project site and construction of two new towers containing office, residential, retail/restaurant, and supporting uses. The proposed project would be incorporated into the existing street configuration, and it would not alter the established street grid or permanently close any streets or impede pedestrian or other travel through the neighborhood. Rather, the proposed project would construct a new mid-block alley and concourse that would provide another access option for people walking between South Van Ness Avenue, and 11th and Mission Streets, thereby creating greater pedestrian connectivity within the project area. Although portions of the sidewalks adjacent to the project site would likely be closed for periods of time during project construction, these closures would be temporary in nature and sidewalk access would be restored. The proposed project would not construct a physical barrier to neighborhood access or remove an existing means of access, such as a bridge; thus, it would not physically divide the established community. Accordingly, the proposed project would not disrupt or physically divide an established community. Therefore, the proposed project would have *no impact* with respect to physically dividing an existing community, and no mitigation measures are necessary.

Impact LU-2: The proposed project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would not substantially conflict with applicable plans, policies, or regulations such that an adverse physical change would result. The proposed project would be generally consistent with the land use policies outlined in the Downtown Plan and Market & Octavia Area Plan, including promoting infill development to fill in gaps in the physical fabric of the neighborhood, providing new housing opportunities, and concentrating new uses and the most intense development adjacent to transit services. The proposed project would also be generally consistent with the Van Ness & Market Downtown Residential Special Use District’s intent to become “a transit-oriented, high-density, mixed-use neighborhood with a significant

residential presence” by the project’s addition of 560 dwelling units, along with City offices in proximity to City Hall. While the proposed project would require a text amendment to the *Planning Code* of the height and bulk limits governing the site, those changes would not, in and of themselves, result in adverse physical effects on the environment.

The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy, such as the BAAQMD 2010 *Clean Air Plan*, which directly addresses environmental issues and/or contains targets or standards that must be met in order to preserve or improve characteristics of the City’s physical environment (for additional information regarding air quality, refer to Section IV.C, *Air Quality*, of the EIR). See Section C, *Compatibility with Existing Zoning Plans*, for a more detailed discussion of compatibility with applicable plans and policies. Therefore, the proposed project would have a *less-than-significant* impact with regard to conflicts with existing plans and zoning and no mitigation measures are necessary.

Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the vicinity. (Less than Significant)

The proposed project would be constructed on an existing developed site in a dense urban environment, and the proposed mixed-use (residential, retail/restaurant, and office uses) for the project would be compatible with other uses located in the project area. The buildings in the project area are varied in height with most ranging from two to eight stories with several high-rise buildings up to 23 stories in the project area. Buildings ranging from approximately 30 to 65 feet in height are located along Mission and Minna Streets to the south and west of the project site, while buildings ranging from approximately 100 to 369 feet on Market, 11th, and 10th Streets are located to the north and east of the project site. The proposed 39-story, 396-foot-tall tower (416 feet to top of parapet) residential and retail/restaurant building would be taller than the buildings located to the south and west on Mission and Minna Streets, but would be similar in height to other buildings along Market, 11th, and 10th Streets to the north and east. Although the 39-story tower would be substantially taller than the low-rise residential buildings in the area to the south around Lafayette, Minna, and Natoma Streets; given the layout of the street grid, the tower would only be visible in views north from Lafayette Street. The existing buildings located along the 35-foot-wide Minna and Natoma Streets would obscure views of the tower, except where a few single-story buildings are located on the north sides of those streets. Furthermore, this low-rise residential area would continue to be surrounded by low-scale buildings to the east, west, and south; therefore, the 39-story tower would not substantially alter the character of this area. The proposed 16-story office building would be taller than buildings to the south and west, but similar in height to buildings directly north and east of the proposed project. Therefore, the proposed project would be generally consistent with the overall existing height and massing of buildings in the area. The proposed project would also establish a mixed-use building and office building in proximity to other similar mixed-use and office buildings, and would not introduce an incompatible land use to the area. The proposed project would contain land uses that are consistent and compatible with surrounding land uses, and would be in keeping with the existing character of the urban fabric of the neighborhood. Therefore, the proposed project would have a *less-than-significant* impact upon the existing character of the vicinity and no mitigation measures are necessary.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in a cumulative land use impact. (Less than Significant)

Cumulative development projects located in the vicinity of the project site as identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, and mapped on **Figure 6, Cumulative Projects within 0.25 Mile of the Project Site**. The cumulative development projects primarily include mixed-use residential buildings with ground-floor retail, several of which are located within the proposed Market Street Hub Project and the adopted Market & Octavia Plan. These projects would result in the intensification of land uses in the project vicinity and would be similar to the land uses envisioned under the proposed project. None of the cumulative infill projects would physically divide an established community by constructing a physical barrier to neighborhood access, such as a new freeway, or remove a means of access, such as a bridge or roadway. The transportation infrastructure projects, including the Van Ness BRT and Better Market Street, also would not physically divide an established community or remove a means of access to the neighborhood. In addition, the cumulative projects are not anticipated to demonstrably conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Although these development projects would introduce new infill residential, commercial, and office uses in the project vicinity, these uses currently exist; therefore, the cumulative development projects would not introduce incompatible uses that would adversely impact the existing character of the project vicinity. Thus, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in a *less-than-significant* impact to cumulative land use and no mitigation measures are necessary.

<u>Topic:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
2. POPULATION AND HOUSING					
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth either directly or indirectly. (Less than Significant)

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases. The existing buildings on the project site total approximately 86,000 square feet and are currently occupied by Goodwill Industries, which employs 75 people. Implementation of the proposed project would remove the existing buildings, including uses, and construct two towers containing residential, office, retail, restaurant, and supporting uses totaling up 1,334,500 combined square feet. Therefore, the proposed project would directly increase population and employment at the project site.

The 2010 U.S. Census reported a population of 805,235 residents in the City, and a population of 30,225 residents within the project vicinity, including all census tracts located within 0.25 mile of the project site (Census Tracts 162, 168.02, 176.01, 177, 178.02, and 201). The addition of the new residential units would increase the residential population on the site by approximately 1,394 persons.²⁴ Thus, the proposed project would increase the population of San Francisco by less than 0.17 percent and the population in the vicinity of the project site by approximately 4.6 percent. The population of San Francisco is projected to increase by approximately 280,490 persons for a total of 1,085,725 persons by 2040.²⁵ The residential population introduced as a result of the proposed project would constitute approximately 0.50 percent of this population increase; therefore, this population increase would be accommodated within the planned growth for San Francisco. Overall, this increase in the number of residential units is not considered substantial. Therefore, implementation of the proposed project would not directly induce substantial population growth. The proposed project also would not indirectly induce substantial population growth in the project area because it would be located on an infill site and would not involve any extensions to area roads or other infrastructure that could enable additional development in currently undeveloped areas.

Based on the square footage of the proposed retail/restaurant, office, and childcare facility uses on the project site, operation of the proposed project would introduce approximately 1,752 employees to the project site.²⁶ Of the 1,752 employees that would be located in the site the proposed project, approximately 1,643 would be City employees (including the 13 childcare facility employees), the majority of whom are anticipated to already work in nearby existing City office buildings in the project vicinity and would relocate to the new office component at the project site, and 109 of these employees would work in businesses occupying the new retail/restaurant space. It can be anticipated that most of the employees would live in San Francisco or nearby communities, and that the proposed project would not generate substantial demand for new housing for the potential retail/restaurant, office, and childcare facility employees. Furthermore, employment in San Francisco is projected to increase by 34 percent (191,740 jobs) between 2010 and 2040.²⁷ If the same number of employees accommodated by the proposed project were to backfill space currently occupied by City workers moving to the project site, those employees would constitute only a nine percent increase in the number of jobs in the project vicinity. This increase would be accommodated within the planned employment growth in San Francisco.

Overall, the increase in the residential and employment population on the project site would not result in a substantial increase to the population within the project vicinity or the City. Therefore, the proposed project

²⁴ The project site is located in Census Tract 177. The population calculation is based on Census 2010 data, which estimates 2.49 persons per household in Census Tract 177 ($560 * 2.49 = 1394$ persons).

²⁵ ABAG, *Plan Bay Area*, p. 40. Available at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf, accessed May 20, 2016.

²⁶ The estimated number of employees is based on the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and assumes an average of one employee per 350 square feet for retail and restaurant uses (109 total employees), and one employee per 276 square feet of office use (1,630 employees). The childcare facility employee generation rate is based on the staff-child ratio of one staff member per six children recommended by the National Association for the Education of Young Children, which would yield 13 staff members. Therefore, the total number of employees for all uses introduced on the project site would be 1,752 employees. Available at http://www.naeyc.org/academy/files/academy/file/Teacher_Child_Ratio_Chart.pdf, accessed June 15, 2016.

²⁷ ABAG and MTC, *Jobs-Housing Connection Strategy, revised May 16, 2012*, p. 49. Available at http://www.planbayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf, accessed May 20, 2016.

would not directly or indirectly induce substantial population growth in San Francisco and would have a *less-than-significant* impact related to population growth. No mitigation measures are necessary.

Impact PH-2: The proposed project would not displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere. (Less than Significant)

The proposed project would not displace any residents or housing units, since no residential uses or housing units currently exist on the project site. As noted above, the existing use is currently retail with warehouse uses, which employs an estimated 75 people. Thus, based on the relative few people employed on the project site compared to the numerous employees in the project area, the proposed project would not result in a significant loss of employment at the site. Moreover, it is likely that most existing employees would retain their jobs, as Goodwill Industries is moving its office and workforce training functions to 2290 Powell Street (at Bay Street) in San Francisco and its warehouse to South San Francisco.²⁸ An estimated 109 new jobs would be created with the establishment of approximately 38,002 square feet of retail/restaurant uses. In addition, the proposed project would relocate 1,643 jobs to within the 449,818 square feet of office uses on the project site, allowing other new businesses to occupy the space formerly used by the City for its offices and thereby indirectly generating new employment opportunities elsewhere in the City. While these new employment opportunities would likely create a demand for housing, the construction of 560 new residential units as part of the proposed project would likely offset some of the new demand for housing. Therefore, the proposed project would have a *less-than-significant* impact related to the displacement of housing or employees, as well as the creation of demand for new housing elsewhere, and no mitigation measures are necessary.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in a cumulative impact related to population or housing. (Less than Significant)

Plan Bay Area, which is the current regional transportation plan and Sustainable Communities Strategy that was adopted by MTC and ABAG in July 2013, contains housing and employment projections anticipated to occur in San Francisco through 2040. *Plan Bay Area* calls for an increasing percentage of Bay Area growth to occur as infill development in areas with good transit access and where services necessary to daily living are provided in proximity to housing and jobs. With its abundant transit service and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth. Additionally, the project site is in the Market-Octavia/Upper Market Priority Development Areas identified in *Plan Bay Area*.²⁹ Therefore, the *Plan Bay Area* projections provide context for the population and housing cumulative analysis.

As described above, the proposed project would not induce substantial direct or indirect population growth or displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere.

The approved and proposed projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, and mapped on **Figure 6, Cumulative Projects within 0.25 Mile of the Project Site**, within

²⁸ Personal correspondence between Karl Heisler and Matthew Witte, email dated October 18, 2016.

²⁹ ABAG, *Plan Bay Area*, Priority Development Area Showcase. Available at <http://gis.abag.ca.gov/website/PDAShowcase/>, accessed May 20, 2016.

0.25 mile of the project site would add approximately 7,510 new residents within 3,237 new dwelling units.³⁰ Overall, these approved and proposed projects, when combined with the proposed project, would add 8,904 new residents in the project vicinity, which would represent a residential population increase of approximately 29 percent.³¹ These projects would be required to comply with the City's Inclusionary Housing Program (*Planning Code* Sec. 415 et. seq.) and, therefore, would result in the creation of affordable housing in addition to market-rate housing.

In the last few years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, ABAG projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. In 2013, ABAG projected housing needs in San Francisco for 2014–2022 as 28,869 dwelling units, consisting of 6,234 dwelling units within the very low income level (0–50 percent), 4,639 within the low income level (51–80 percent), 5,460 within the moderate income level (81–120 percent), and 12,536 within the above-moderate income level (120 percent plus).³² As noted above, as part of the planning process for *Plan Bay Area*, San Francisco identified Priority Development Areas, which are existing neighborhoods near transit that are appropriate places to concentrate future growth, and the project site is in the Market-Octavia/Upper Market Priority Development Area. In addition, several cumulative projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, are located within the proposed Market Street Hub Project, which is an area proposed in the eastern portion of the Market & Octavia Area Plan to become a new high-density, mixed-use neighborhood. The Market & Octavia Area Plan, also created the Van Ness & Market Downtown Residential Special Use District, which encourages the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street, Mission Street, Van Ness Avenue, and South Van Ness Avenue. Projects in this area would consist of mixed-use towers ranging from 250 to 400 feet in height constructed on large sites around transportation hubs.³³ Thus, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the vicinity of the project site by 29 percent, this population growth has been anticipated and accounted for according to the City's and ABAG's projections and planned growth, and, therefore, would have a less-than-significant impact on the population and housing. Furthermore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in substantial numbers of housing units or people being displaced because the majority of the approved and proposed cumulative projects would be constructed on lots that do not contain dwelling units. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulative significant impacts to population or housing, and therefore the proposed project would result in a *less-than-significant* cumulative impact on population and housing and no mitigation measures are necessary.

³⁰ Assumes the City of San Francisco average of 2.32 persons per unit. Available at <https://www.census.gov/quickfacts/table/PST045214/06075>, accessed May 30, 2016

³¹ The population estimate of 30,225 persons is based on data from the 2010 Census for the Census Tracts in which the cumulative projects are located: 162, 168.02, 176.01, 177, 178.02, and 201.

³² ABAG, *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. Available at http://planbayarea.org/pdf/final_supplemental_reports/Final_Bay_Area_2014-2022_RHNA_Plan.pdf, accessed May 20, 2016.

³³ City and County of San Francisco, *The Market Street Hub Project*. Available at <http://sf-planning.org/market-street-hub-project>, accessed June 8, 2016.

Based on the conservative assumption that all new employees would be new San Francisco residents, an estimated 2,075 new employees (including the 1,752 new employees associated with the proposed project) would be added within the vicinity of the project site.³⁴ The 2,075 new employees would generate a potential demand for approximately 2,635 new dwelling units.³⁵ Based on ABAG's projected housing needs in San Francisco, the employment-related housing demand associated with the proposed project, as well as nearby cumulative development projects could be accommodated by the City's projected housing growth of 28,869 units.³⁶ Furthermore, the proposed project, as well as nearby cumulative development projects would add to the City's housing stock and could potentially accommodate some of the new employment-related housing demand. In combination with the past, present, and reasonably foreseeable projects, the estimated employment growth would account for approximately 9.0 percent of projected City-wide household growth.

For these reasons, the proposed project in combination with other past, present, and reasonably foreseeable future projects would result in a *less-than-significant* cumulative population and housing impact. Other sections of this document that address physical environmental impacts related to cumulative population and housing growth with regard to specific resources can be found in Topic 4, *Transportation and Circulation*; Topic 5, *Noise*; Topic 6, *Air Quality*; Topic 9, *Recreation*; Topic 10, *Utilities and Service Systems*; and Topic 11, *Public Services*.

³⁴ The estimated number of employees is based on the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and assumes an average of one employee per 350 square feet for retail and restaurant uses (109 total employees), and one employee per 276 square feet of office use (1,630 employees). The childcare facility employee generation rate is based on the staff-child ratio of one staff member per six children recommended by the National Association for the Education of Young Children, which would yield 13 staff members. Therefore, the total number of employees for all uses introduced on the project site would be 1,752 employees. Available at http://www.naeyc.org/academy/files/academy/file/Teacher_Child_Ratio_Chart.pdf, accessed June 15, 2016.

³⁵ Assumes the 2014 *Housing Element* figure of 1.27 workers per household for San Francisco in 2015.

³⁶ ABAG, *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. Available at http://planbayarea.org/pdf/final_supplemental_reports/Final_Bay_Area_2014-2022_RHNA_Plan.pdf, accessed May 20, 2016.

<u>Topic:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. CULTURAL RESOURCES					
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the <i>San Francisco Planning Code</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project could result in impacts to cultural resources as a result of the demolition and partial retention and rehabilitation of the 1500 Mission Street building, identified as a historic resource.³⁷ For the purposes of this Initial Study, impacts to cultural resources are identified as *potentially significant*. Project effects on cultural resources, including historic resources, archaeological resources, human remains, and tribal cultural resources are analyzed in the EIR in Section IV.A, *Cultural Resources*, which determined the significance of the proposed project’s impacts and cumulative impacts on cultural resources and developed mitigation measures, as feasible, to reduce those impacts found to be significant.

³⁷ Architectural Resources Group, *Historic Resource Evaluation Report, 1500 Mission Street Part 1 and Part 2*, November 9, 2015 and June 8, 2016.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4. TRANSPORTATION AND CIRCULATION					
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would generate new traffic to and from the project site and would increase demand on the local transportation system, including the roadway network, transit service, pedestrian and bicycle facilities, and vehicle parking and freight loading/service vehicle accommodations. For the purposes of this Initial Study, impacts to transportation and circulation are identified as *potentially significant*. The proposed project's impacts and cumulative impacts on transportation and circulation including conflicts with a plan, ordinance, or policy, the addition of vehicle miles traveled, and the adequacy of emergency access are analyzed in the EIR, Section IV.B, *Transportation and Circulation*.

As discussed in Section E, *Evaluation of Environmental Effects*, on September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014 and amended CEQA by adding Section 21099 regarding analysis of aesthetics and parking impacts for urban infill projects. Key provisions of CEQA Section 21099(d) include reforming the analysis of aesthetics and parking impacts for urban infill projects pursuant to CEQA. The proposed project meets the definition of an employment center, located on an infill site in a transit priority area as discussed under the Section E, *Evaluation of Environmental Effects*.³⁸ Accordingly, parking impacts can no longer be considered in determining the significance of the proposed project's physical environmental effects under CEQA. Although not required, the EIR presents a parking demand analysis for informational purposes. The EIR also considers any secondary physical impacts associated with constrained supply (e.g.,

³⁸ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1500 Mission Street, Case No. 2014-000362*, September 14, 2106.

queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis.

<u>Topic:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
5. NOISE					
Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Noise Technical Memorandum was prepared for the proposed project and was used as a resource in determining the potential significance of noise impacts and identifying any needed mitigation measures.³⁹ The project site is not within an airport land use plan area,⁴⁰ nor is it in the vicinity of a private airstrip. Therefore, Questions 5(e) and 5(f) are not applicable.

Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels or otherwise be substantially affected by existing noise. (Less than Significant)

Applicable Noise Standards

The Environmental Protection Element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to state guidelines promulgated by the Governor’s Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land

³⁹ Environmental Science Associates, *Noise Technical Memorandum – 1500 Mission Street*, September 20, 2016.

⁴⁰ City/County Association of Governments (C/CAG) of San Mateo County, *Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November, 2012. See also, Alameda County Community Development Agency (ACCCA), *Oakland International Airport, Airport Land Use Compatibility Plan*, December 2012.

uses. The proposed uses for this project correspond to the “Residential” land use category in the Land Use Compatibility Guidelines.⁴¹ For this land use category, the maximum “satisfactory, with no special insulation requirements” exterior noise levels are approximately 60 dBA (L_{dn}).^{42,43} Where exterior noise levels exceed 60 dBA (L_{dn}) for a new residential building, it is generally recommended that a detailed analysis of noise reduction requirements be conducted prior to final review and approval of the project, and that the needed noise insulation features be included in the project design.

In addition, Chapter 12 of the *California Building Code* (CBC) (Part 2 of Title 24 of the *California Code of Regulations*), adopted as part of the *San Francisco Building Code*, contains acoustical requirements for interior sound levels in habitable rooms of multi-family developments. In summary, the CBC requires an interior noise level no higher than an L_{dn} of 45 dB. Projects exposed to an exterior L_{dn} of 60 dB, or greater, require an acoustical analysis showing that the proposed design will limit interior levels to the prescribed allowable interior level. Additionally, if windows must be in the closed position to meet the interior standard, the design must include a ventilation or air-conditioning system to provide fresh-air and which would be required under Article 38 of the City’s *Health Code* (see EIR, Section IV.C, *Air Quality*) and, therefore, a habitable interior environment.

Existing Noise in Project Site Vicinity

Ambient noise levels in the project vicinity are typical of noise levels found in San Francisco, which are dominated by vehicular traffic, including, cars, trucks, Muni buses, and emergency vehicles. Mission Street and South Van Ness Avenue are both heavily traveled streets, and generate traffic noise in excess of 70 dBA at ground level locations.⁴⁴ While land uses in the project site vicinity do not generate a substantial amount of noise, high traffic volumes along the surrounding streets result in a relatively loud noise environment.

Initially, two long-term sound level measurements were conducted at the project site in April 2015. These first two noise measurements (LT-1 and LT-2) were collected to demonstrate typical weekday conditions for two locations: one (LT-1) on the south (Mission Street) side of the project site and the other (LT-2) on the west (South Van Ness Avenue) side of the project site. Location LT-1 was selected to capture the vehicle traffic noise on Mission Street, which includes Muni bus operations. Location LT-2 was selected to capture the vehicle traffic noise on South Van Ness Avenue, which is U.S. Highway 101 in this area.

Subsequently, two additional measurements (LT-3 and LT-4) were collected to capture potential noise generated by a place of entertainment directly across Mission Street, the Forgery nightclub at 1525 Mission Street. This nightclub operates from 5:00 p.m. to 12:00 a.m. Monday through Thursday, from 5:00 p.m. to 2:00 a.m. on Friday, from 6:00 p.m. to 2:00 a.m. on Saturday and is closed on Sunday. The nighttime L_{eq} and L_{90}

⁴¹ San Francisco General Plan. Environmental Protection Element, Land Use Compatibility Chart for Community Noise. Available at http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm, accessed October 22, 2014.

⁴² 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 0dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

⁴³ The DNL or L_{dn} is the L_{eq} , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. L_{eq} is the level of a steady noise that would have the same energy as the fluctuating noise level integrated over the time period of interest.

⁴⁴ San Francisco Department of Public Health, Map of Areas Potentially Requiring Noise Insulations, March 2009. Available at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Noise.pdf. Reviewed February 8, 2016.

were marginally increased during the Friday night (10:00 p.m. to 7:00 a.m.) monitoring period. A comparison of noise levels monitored during the 12:00 a.m. to 1:00 a.m. and the 1:00 a.m. to 2:00 a.m. hours on Friday morning, when the nightclub was not in operation, to Saturday morning, when the nightclub was in operation, indicates that the hourly L_{eq} increased on Friday by 2.6 and 3.3 dBA, respectively, compared to Thursday.

Four long-term continuous (24-hour) noise monitor measurements were conducted at the project site in order to quantify the existing noise environment in the project vicinity. The results of the noise measurements are provided in **Table 3, Existing Noise Environment in the Project Site Vicinity**.

TABLE 3 EXISTING NOISE ENVIRONMENT IN THE PROJECT SITE VICINITY

Location	Date and Time Period	Daytime ^a	Nighttime ^b	Nighttime		Typical Noise Sources
		L_{eq} dB	L_{eq} dB	L_{90}	L_{dn}	
LT-1. Second Story rooftop of 1500 Mission Street at the parapet along Mission Street.	04/22/15 24-hour measurement	67	63	55	71	Vehicle and bus traffic.
LT-2. Second Story rooftop 1580 Mission Street at to the parapet along South Van Ness Avenue.	04/22/15 24-hour measurement	66	63	54	70	Vehicle and bus traffic.
LT-3. Second Story rooftop of 1500 Mission Street at the parapet along Mission Street.	01/14/16 24-hour measurement Thursday 5:00 p.m. to Friday 5:00 p.m.	65	61	53	68	Vehicle and bus traffic and nightclub activity until 12:00 a.m. Rainy conditions.
LT-4. Second Story rooftop of 1500 Mission Street at the parapet along Mission Street.	01/15/16 24-hour measurement Friday 5:00 p.m. to Saturday 5:00 p.m.	64	62	55	68	Vehicle and bus traffic and nightclub activity until 2:00 a.m. Intermittent rainy conditions.

NOTES:

- a. Daytime hours are 7:00 a.m. to 10:00 p.m.
b. Nighttime hours are 10:00 p.m. to 7:00 a.m.

Project Noise Exposure

As noted above, the proposed project would include new sensitive receptors in the form of residences. The proposed project would be required to incorporate Title 24 noise insulation features such as double-paned windows and insulated exterior walls as part of its construction, which would reduce indoor noise levels by at least 30 decibels. Given the relatively high exterior noise levels in the project vicinity, the noise study included design recommendations to ensure that interior noise levels are in accordance with Title 24 standards, CAL Green interior noise criteria, and the *San Francisco Building Code*. The noise study recommended that the project include sound rated assemblies at exterior building façades, with window and exterior door assembly Sound Transmissions Class (STC) ratings that meet the City standards. The DBI would review the final building plans to ensure that the project meets the interior noise requirements of Title 24 and the *San Francisco Building Code*.

Additionally, the San Francisco Planning Department identifies one permitted Place of Entertainment within a 300-foot radius of the project site, the above-noted Forgery nightclub at 1525 Mission Street, 83 feet south of the project site. Projects proposing a conversion of a structure from non-residential use to residential use are subject to the new Entertainment Commission outreach process, Chapter 116 of the *Administrative Code*, when they are located within 300 feet of a Place of Entertainment. Consequently, the Planning Department must notify the sponsor of the proposed project that its proposal is subject to the new Entertainment Commission outreach process. The Planning Department will not consider the project application complete until the following requirements are met:

- The Entertainment Commission has provided written notification to the Planning Department either indicating that the Entertainment Commission did not wish to hold a hearing, or that it held a hearing and the project sponsor attended the hearing; and
- The Entertainment Commission has provided written comments and recommendations, if any.

A project sponsor with a residential project subject to the new Entertainment Commission outreach process will show compliance with that process by including a copy of any comments and/or recommendations provided by the Entertainment Commission regarding the proposed project as well as the date(s) when the comments were provided and these comments will be considered by decision-makers during the approval process.

Noise from Proposed Project Operations

The proposed project was estimated to generate approximately 4,171 net new daily vehicle trips, with 541 of those trips occurring in the PM peak hour.⁴⁵ These trips were used to estimate localized increases in traffic noise along roadways.⁴⁶

Peak hour intersection turning data from the transportation study were analyzed to evaluate resulting traffic-generated noise increases on roadways most affected by project-related traffic.⁴⁷ Traffic noise level significance is determined by comparing the increase in noise levels (traffic contribution only) to increments recognized by Caltrans as representing a perceptible increase in noise levels. In noise environments where the ambient noise level exceeds 65 dBA DNL, the significance threshold applied is an increase of three dBA or more, which Caltrans recognizes as a barely perceptible increase.⁴⁸

The roadway segments analyzed and the results of the noise increases resulting from modeling are shown in **Table 4, Peak-Hour Traffic Noise Levels in the Vicinity of the Project**. Consistent with transportation impact guidance from Caltrans and FTA, the transportation impact analysis assesses the increase in transportation noise relative to a baseline calculated from existing traffic volumes.

⁴⁵ Trip generation estimate is reported in the *1500 Mission Street Transportation Impact Study Summary of Daily and P.M. Peak Hour Project Trip Generation* prepared by LCW Consulting Group, November 4, 2016.

⁴⁶ Subsequent to the calculation of operational traffic noise, revisions to the project description resulted in a reduction of retail square footage and an increase in the number of residential units, resulting in an approximately four percent decrease in the number of vehicle trips overall. Consequently, the traffic noise levels estimated below are conservative because they assume the slightly higher traffic volume estimates of a previous project description.

⁴⁷ Environmental Science Associates, *Noise Technical Memorandum – 1500 Mission Street*, September 20, 2016.

⁴⁸ Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, p. 2-44.

TABLE 4 PEAK-HOUR TRAFFIC NOISE LEVELS IN THE VICINITY OF THE PROJECT

Roadway Segment ^{ab}	Existing	Existing Plus Project	Difference between Existing Plus Project and Existing
Mission St between South Van Ness Ave and 11 th St	65.9	66.4	0.5
South Van Ness Ave between Mission St and Howard St	68.6	68.8	0.2
Mission St between Duboce Ave and South Van Ness Ave	66.3	66.4	0.1

SOURCE: ESA, 2016.

- a. Road center to receptor distance is 15 meters (approximately 50 feet) for all roadway segments. Noise levels were determined using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model.
- b. The analysis considered the vehicle mix based on – cars 95 percent, medium trucks three percent, and heavy trucks two percent. Traffic speeds for all vehicle classes were set at 25 mph.

As shown in **Table 4**, the traffic noise increase associated with the proposed project would range from 0.1 to 0.5 dBA under the Existing plus Project scenario. Overall, traffic noise impacts associated with the project at all analyzed roadway segments in the project vicinity would not exceed the significance threshold of three dBA.

The proposed project would contain retail/restaurant, residential, office, and child care uses and would not include features or uses that would generate substantial noise. Therefore, operational noise from the proposed project, including traffic-related noise, would not significantly increase the existing ambient noise levels in the project vicinity.

In addition to vehicle-related noise, building equipment and ventilation are also noise sources. Specifically, mechanical equipment produces operational noise, such as heating and ventilation systems. Mechanical equipment would be subject to Section 2909 of the Noise Ordinance (Article 29 of the *Police Code*). This section establishes a noise limit from mechanical sources such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line. For noise generated by residential uses, the limit is five dBA in excess of ambient; this limitation would apply to the proposed project. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours.

Analysis contained in the Technical Noise Memorandum evaluated the potential noise increases associated with both air handling equipment as well as with diesel backup generators, both of which were to be located within a mechanical penthouse on the top of the office building.⁴⁹ Subsequent to preparation of the noise study, the generator for the residential building has been moved from the rooftop to an interior concrete ground floor enclosure and vented at a height of approximately 20 feet at a location that would be shielded from sensitive receptors (i.e., residents across Mission Street from the project site) to the south by the residential tower. The analysis in the Noise study determined that even assuming the upper end of noise generating specifications for such equipment, the combination of locating this equipment on the rooftop within a mechanical penthouse enclosure and over 400 feet from the nearest sensitive receptors would be sufficient to ensure that operation of this equipment would comply with the restrictions of Section 2909 of the *Police Code* that establishes a not-to-exceed noise standard for fixed sources of noise of eight dBA above the ambient level at for noise sources emanating from commercial properties. Although the new location of the residential building generator would be closer (approximately 264 feet) to the nearest sensitive land use, it

⁴⁹ Environmental Science Associates, *Noise Technical Memorandum – 1500 Mission Street*, September 20, 2016.

would be much more substantially shielded by the residential tower rather than a rooftop parapet and such shielding would be sufficient to ensure that operation of this equipment would comply with the restrictions of the Noise Ordinance Section 2909.

Compliance with Section 2909 of the Noise Ordinance serves to minimize stationary source noise from building operations. Given that the proposed project's vehicle trips would increase noise levels by less than 1.0 dBA along local roadways, thereby not resulting in a noticeable increase in ambient noise levels, and that any proposed mechanical equipment would comply with the Noise Ordinance, the proposed project would not result in a noticeable increase in ambient noise levels. Thus, the project's noise impact related to project operations would be *less than significant*, and no mitigation measures would be required.

Impact NO-2: The proposed project could result in a substantial temporary or periodic increase in ambient noise and vibration in the project vicinity above levels existing without the project. (Less than Significant with Mitigation)

Construction Noise from Proposed Project

Demolition, excavation, and building construction would cause a temporary increase in noise levels within the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. The construction period would last approximately 24 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. The construction phases of the greatest amount of noise would occur during demolition and construction of new foundations and exterior structural and façade elements. Site excavation would involve removal of approximately 86,000 cubic yards of soil for a below-grade garage, which would also result in noise along roadways. No impact pile driving is anticipated as part of the project as the geotechnical report for the proposed project specifies that a mat foundation be installed.⁵⁰ Construction activities within interior spaces of the new buildings would be substantially less noisy to nearby sensitive receptors due to new exterior walls compared to outdoor construction activities.

During the overall construction period, there would be times when noise could interfere with indoor activities in sensitive receptors near the project site. The nearest sensitive receptors to the project site are residential uses approximately 100 feet south of the project site, across Mission Street, and residences located along Lafayette Street further south.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of San Francisco Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

⁵⁰ Langan Treadwell Rollo, *Geotechnical Evaluation 1500-1580 Mission Street, San Francisco California*, July 20, 2015.

The Noise Technical Memorandum estimated construction noise levels generated by the proposed project would range from 77 to 85 dB L_{eq} at the nearest residential use properties.⁵¹ While enforcement of the Noise Ordinance would substantially limit noise generated by standard construction equipment and construction activities, localized increase in noise at certain times would be more than 10 dBA above existing ambient, which is an increase perceived as a doubling of loudness.⁵² Consequently, while the temporary construction noise effects would not exceed the standards in the Noise Ordinance for single pieces of equipment, a combination of equipment noise during the more intensive construction activities such as excavation could result in a substantial temporary increase in noise levels; a significant impact requiring implementation of **Mitigation Measure M-NO-2, Construction-Related Noise Reduction**, to minimize potential noise impacts from construction. **Mitigation Measure M-NO-2, Construction-Related Noise Reduction**, requires using measures to reduce construction-related noise levels have been demonstrated to reduce equipment noise by five to 10 dBA.⁵³ The mitigation also requires moveable noise barrier curtains that can provide 15 dBA of sound attenuation during construction activities⁵⁴ and static sound barrier curtains that can provide sound transmission loss of 16 to 40 dBA, depending on the frequency of the noise source.⁵⁵ With implementation of **Mitigation Measure M-NO-2, Construction-Related Noise Reduction**, these measures would be sufficient to reduce construction noise impacts to a level that would be *less than significant*.

Mitigation Measure M-NO-2 – Construction-Related Noise Reduction. Incorporate the following practices into the construction contract agreement documents to be implemented by the construction contractor:

- Provide enclosures and mufflers for stationary equipment and shroud or shield impact tools;
- Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors;
- Provide sound-control devices on equipment no less effective than those provided by the manufacturer;
- Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from Mission Street and all other identified sensitive receptors;
- Prohibit unnecessary idling of internal combustion engines;
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barrier curtains, or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities;
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be 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; this

⁵¹ Environmental Science Associates, *Noise Technical Memorandum – 1500 Mission Street*, September 20, 2016.

⁵² Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, p. 2-44

⁵³ Bolt, Baranek, and Newman, 1971. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, December 31, 1971.

⁵⁴ Industrial Noise Control (INC), 2014. Product Specification Sheet, INC Portable Noise Screen, 2014.

⁵⁵ Environmental Noise Control (ENC), 2014. Product Specification Sheet, ENC STC-32 Sound Control Panel System, 2014.

muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of five dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used where feasible; and

- The project sponsor shall designate a point of contact to respond to noise complaints. The point of contact must have the authority to modify construction noise-generating activities to ensure compliance with the measures above and with the San Francisco Noise Ordinance.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, could result in a considerable contribution to cumulative impacts related to construction noise. (Less than Significant with Mitigation)

Construction activities associated with the cumulative projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the project. Compliance with Noise Ordinance requirements would reduce noise impacts from project construction at these cumulative project sites. Construction-related noise generally does not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. Other than renovation projects, there are several development projects that are within close vicinity (within 500 feet) of the proposed project to have the potential to result in cumulative construction noise contributions, depending on approval and scheduling, including 1546 Market Street, 10 South Van Ness Avenue, 1601 Mission Street, and 1563 Mission Street projects. Most of these projects are separated from the proposed project by multiple buildings that would provide shielding of construction noise and would be unlikely to noticeably combine with project construction noise at the nearest receptor locations, even if they were to be constructed simultaneously. However, both 1601 Mission Street and 1563 Mission Street would not have such intervening structures and as such, construction noise effects associated with the proposed project could potentially combine with those associated with these two other proposed projects located near the project site. The cumulative project at 1563 Mission Street is immediately adjacent to the nearest sensitive receptor to the project site (second-story residential units at 1553 Mission Street). Therefore, cumulative construction-related noise impacts could be significant. **Mitigation Measure M-NO-2, Construction-Related Noise Reduction**, is identified to reduce the project contribution to cumulative construction noise impacts to a less-than-cumulatively-considerable level.

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity. Traffic generated by the proposed project would add 541 net new peak hour vehicle trips to the cumulative scenario. Trips associated with the proposed project would be distributed over the local street network and would affect roadside noise levels. Peak hour (evening) intersection turning data from the traffic study were analyzed to evaluate increases and resulting traffic-generated noise increases on roadway links most affected by project-related traffic and nearest the project area. The segments analyzed and the results of the noise increases resulting from modeling are shown in **Table 5, Cumulative Peak-Hour Traffic Noise Levels in the Vicinity of the Project**.

TABLE 5 CUMULATIVE PEAK-HOUR TRAFFIC NOISE LEVELS IN THE VICINITY OF THE PROJECT

Roadway Segment ^{ab}	Existing	Cumulative Plus Project	Difference between Existing Plus Project and Existing
Mission St between South Van Ness Ave and 11 th St	65.9	66.8	0.9
South Van Ness Ave between Mission St and Howard St	68.6	69.7	1.1
Mission St between Duboce Ave and South Van Ness Ave ^c	66.3	66.1	- 0.2

SOURCE: ESA, 2016.

- a. Road center to receptor distance is 15 meters (approximately 50 feet) for all roadway segments. Noise levels were determined using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model.
- b. The analysis considered the vehicle mix based on – cars 95 percent, medium trucks three percent, and heavy trucks two percent. Traffic speeds for all vehicle classes were set at 25 mph.
- c. Cumulative traffic volumes and associated noise levels decrease on this segment in the cumulative scenario as a result of lane reductions resulting from the Transit Effectiveness Project and the Van Ness BRT Project.

For all roadways, existing noise levels already exceed 60 dBA and are considered noise impacts in the existing condition. A noise increase of equal to or less than three dBA along Mission Street, 11th Street and South Van Ness Avenue would be considered as barely perceptible by Caltrans.⁵⁶ As can be seen from **Table 5**, roadside noise increases over existing conditions would be less than three dBA along all roadways under the cumulative plus project condition. Consequently, cumulative roadside noise increases along all roadway segments would be *less than significant*.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. AIR QUALITY					
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project could result in impacts to air quality as a result of project construction and operations. For the purposes of this Initial Study, impacts to air quality are identified as *potentially significant*. Project effects on air quality is analyzed in the EIR in Section IV.C, *Air Quality*, which determined the significance of the proposed project’s impacts and cumulative impacts on air quality and developed mitigation measures, as feasible, to reduce those impacts found to be significant.

⁵⁶ Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. Available at http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf, accessed October 11, 2016.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. GREENHOUSE GAS EMISSIONS					
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project’s GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions*,⁵⁷ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,⁵⁸ exceeding the year 2020 reduction goals outlined in the BAAQMD’s *Bay Area 2010 Clean Air Plan*, Executive Order (EO) S-3- 05, and Assembly Bill (AB) 32 (also known as the Global Warming Solutions Act).⁵⁹

Given that the City has met the State and region’s 2020 GHG reduction targets and San Francisco’s GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under EO S-3-05⁶⁰ and EO B-30-15,^{61,62} the City’s GHG reduction goals are consistent with EO S-3-05, EO B-30-15,

⁵⁷ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. Available at <http://www.sf-planning.org/index.aspx?page=2627>.

⁵⁸ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

⁵⁹ Executive Order S-3-05, Assembly Bill 32, and the *Bay Area 2010 Clean Air Plan* set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁶⁰ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents (MTCO₂E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

⁶¹ Office of the Governor, *Executive Order B-30-15, April 29, 2015*. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO₂E).

AB 32, and the *Bay Area 2010 Clean Air Plan*. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by introducing new office, residential, and retail/restaurant uses on the site. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and office, residential, and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the proposed project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, transportation management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from transportation by promoting the use of sustainable transportation modes with zero or lower GHG emissions on a per capita basis than private vehicles.

The proposed project would be required to comply with the energy efficiency requirements of the City's *Green Building Code*, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the

⁶² San Francisco's GHG reduction goals are codified in Section 902 of the *Environment Code* and include (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

proposed project's energy-related GHG emissions.⁶³ Additionally, the proposed project would be required to meet the renewable energy criteria of the *Green Building Code*, further reducing the proposed project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, and *Green Building Code* requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁶⁴ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁶⁵ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁶⁶

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased 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. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of EO S-3-05, EO B-30-15, AB 32, and the *Bay Area 2010 Clean Air Plan*. Therefore, because the proposed project is consistent with the City's GHG reduction strategy, they would also be consistent with the GHG reduction goals of EO S-3-05, EO B-30-15, AB 32 and the *Bay Area 2010 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a *less-than-significant* impact with respect to GHG emissions. No mitigation measures are necessary.

⁶³ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁶⁴ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁶⁵ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁶⁶ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 1500 Mission Street*, June 16, 2016.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW					
Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project could result in wind and shadow-related impacts as a result of development of the proposed project on the project site. For purposes of this Initial Study, wind and shadow impacts are identified as *potentially significant*. Project effects related to wind and shadow, including the alteration of wind that could affect public areas, and the creation of shadows that could affect outdoor recreation facilities or other public areas, are analyzed in the EIR in Section IV.D, *Wind*, and Section IV.E, *Shadow*, which will determine the significance of the project’s impacts and develop mitigation measures, as feasible, to reduce those impacts found to be significant.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
9. RECREATION					
Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The San Francisco Recreation and Parks Department (SFRPD) administers more than 220 parks, playgrounds, and open spaces throughout the City, as well as recreational facilities including recreation centers, swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.⁶⁷ The project site is located in a developed urban neighborhood that does not contain large regional park facilities, but does include a number of neighborhood parks and open spaces, as well as other recreational facilities. The *General Plan’s* Recreation and Open Space Element (ROSE), revised and updated in April 2014, identifies portions of the project site as a high needs open space area.

There are several facilities managed by the SFRPD within approximately 0.75 mile of the project site:

- Patricia’s Green, at Octavia Street between Hayes Street and Fell Street, is a 0.45-acre park containing a playground, picnic tables, and art exhibitions, located approximately 0.5 mile northwest of the project site;

⁶⁷ San Francisco Planning Department, *Recreation and Open Space Element (ROSE)*, April 2014. Available at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed February 2, 2016.

- Page & Laguna Mini Park, mid-block between Rose Street and Page Street near Laguna Street, is a 0.15-acre mini park featuring a pathway that leads through flowering beds and apple trees with seating areas, and is located approximately 0.5 mile west of the project site;
- Koshland Park, at the intersection of Page and Buchanan Street, is a 0.82-acre park which features multiple play structures, a sand pit, a plaza area, a community leaning garden, a half basketball court and grass areas, located approximately 0.5 mile west of the project site;
- Hayes Valley Playground, at the intersection of Hayes and Buchanan Streets, is a 0.61-acre park with a 2,500 square foot clubhouse, a playground, tot-lot, public stage and plaza, outdoor fitness equipment, and community garden plots, located approximately 0.8 mile west of the project site;
- Civic Center Plaza, at the intersection of Grove and Larkin Streets, is an approximately 5.9-acre public open space containing lawn areas and two tot lots, located adjacent to the City Hall, approximately three blocks north of the project site; and
- Howard & Langton Mini Park, located at the intersection of Howard and Langton Streets, is an approximately 0.2-acre community garden, located approximately 0.5 mile east of the project site.

In addition, United Nations Plaza, an approximately 2.6-acre pedestrian mall extending from Market Street to Hyde Street in the city's Civic Center area, is located 0.3 mile northeast of the project site. It is not managed by the SFRPD. United Nations Plaza contains hardscaped and landscaped areas and limited seating and is used primarily for passive recreation, in addition to holding events such as biweekly farmer's markets, night markets, and occasional art festivals.

As noted above, the ROSE identifies portions of the project site as a "high needs area" of the City. The ROSE defines a "high needs area" of the City as an area "with high population densities, high concentrations of seniors and youth, and lower income populations that are located outside of existing park service areas."⁶⁸ As shown on Maps 4a through 4c of the ROSE, the project site is located within the 0.5-mile service area of "Active Use/Sports Fields" and "Passive Use/Tranquil Spaces" and the 0.25-mile service area of "Playgrounds." As shown on Maps 5a, 5c, and 5d of the ROSE, the project site is not within an area of the City that exhibits higher population densities of seniors, children, and youth relative to the City as a whole. The project site is also located within an area with a higher percentage of high-income households relative to the City as a whole (Map 5b) and an area designated to absorb future population growth (Map 6 of the ROSE). Based on these variables, a composite map was generated to identify areas of the City that receive priority when opportunities to acquire land for development of new parks arise and when funding decisions for the renovation of existing parks are made (Map 7 of the ROSE).⁶⁹ As shown on Map 7, portions of the project site are located in a high needs area.

⁶⁸ San Francisco Planning Department, ROSE, April 2014, p. 13. Available at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed May 23, 2016.

⁶⁹ ROSE, April 2014, Maps 4 through 7. Available at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed May 23, 2016.

Impact RE-1: The proposed project would not result in a substantial increase in the use of existing parks and recreational facilities, the deterioration of such facilities, include recreation facilities, or require the expansion of recreational facilities, or physically degrade existing recreational resources. (Less than Significant)

The proposed project would demolish one existing building and the majority of another building, and construct a mixed-use development with two towers, including a new residential and retail/restaurant tower and an office and permit center tower. As described in Topic 2, *Population and Housing*, the proposed project would add 1,394 permanent residents and 1,752 employees on the project site, which would increase the demand for parks and recreational services in the project vicinity. The proposed project would provide passive recreational uses for the residents and employees onsite. The podium levels of the office and residential buildings would surround an approximately 12,763-square-foot, second-floor open space courtyard for use by project residents. Additional residential open space would be provided along South Van Ness Avenue, on the 39th floor, and atop the podium wings of the residential building, for a total of approximately 30,100 square feet of residential open space, of which approximately 3,300 square feet would be publicly-accessible open space provided along South Van Ness Avenue adjacent to the proposed retail space in the form of a widened sidewalk. Approximately 19,500 square feet of open space would be provided for the office development (exclusive of 6,800 square feet for use by the onsite childcare facility), including open space atop the podium and multiple smaller terraces that would be available for use by City office workers. An approximately 9,000-square-foot, publicly-accessible pedestrian mid-block concourse would separate the residential component from the office component. An approximately 4,400-square-foot alley extending from Mission Street to the mid-block alley would provide additional publicly-accessible open space.

In addition to the open space proposed for the project, residents and employees generated by the proposed project would be within walking distance of the above-noted open spaces. With the availability of open space on and in the immediate vicinity of the project site, and the incremental population increase of 4.6 percent in the vicinity of the project site due to the proposed project, the proposed project would not result in a substantial increase in the use of existing parks and recreational facilities.

Given the incremental population increase that would result from the proposed project, the proposed project also would not deteriorate the park or recreational facilities noted above, nor would it require the expansion of the recreational facilities noted above. Furthermore, because the proposed project would not generate a substantial increase in population, it would not physically degrade existing recreational resources in the project area. Overall, the proposed project would not create a substantial increase in the use of existing neighborhood or regional recreational facilities such that physical deterioration or degradation of existing facilities would occur, nor would it result in the need for the expansion or construction of recreational facilities. Therefore, this impact would be *less than significant* and no mitigation measures are necessary.

Impact C-RE-1: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would result in less-than-significant impacts to recreational resources. (Less than Significant)

Past, present, and reasonably foreseeable future projects located within a 0.25-mile radius of the project site are identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**. As discussed in Topic 2, *Population and Housing*, these projects would add approximately 7,510 new residents within 3,237 dwelling units in the project vicinity. Overall, these approved and proposed projects, when combined with the

proposed project, would add 8,904 new residents in the project vicinity, which would represent a residential population increase of 26 percent.⁷⁰ Recreational facility use in the project area would most likely increase with the development of the proposed project, as well as the past, present, and reasonably foreseeable future projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**. However, it is not anticipated that this added population would increase the use of existing neighborhood and regional parks or other recreational facilities to such an extent that substantial physical deterioration of those facilities would occur, given that not all residents would necessarily use local parks and that other recreational opportunities are available citywide. In addition, the Brady Open Space, a new publicly-accessible private open space, is currently planned to be constructed east of Brady Street and north of Colton Street as part of the 1629 Market Street project. Another public park that would be under the jurisdiction of SFRPD is also planned for on the east side of 11th and Natoma Streets in the project vicinity. Therefore, new park facilities, in addition to those already existing in the project vicinity, would be available to the increased residential population in the area. The added residential population as a result of development of the proposed and cumulative projects also would not require the construction or expansion of recreational facilities, nor would it physically degrade existing recreational resources. Each project identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, would be subject to compliance with the City's open space requirements, as defined in Sections 135 and 138 of the *Planning Code*, regarding provision of public and/or private open space to partially meet the demand for recreational resources from future residents and employees of those projects. Moreover, in June 2016, San Francisco voters approved Proposition B, which extends until 2046 a funding set-aside in the City budget for SFRDP and also provides for annual increases through 2026–2027 in General Fund monies provided to SFRPD, meaning that, going forward, SFRPD will have additional funding for programming and park maintenance.⁷¹ For these reasons, when considered in combination with other past, present, or reasonably foreseeable future projects, the proposed project would not result in a cumulatively considerable contribution to impacts on recreation, and the impact would be *less than significant*, and no mitigation measures would be required.

⁷⁰ The population estimate for the project vicinity of 30,225 persons is based on data from the 2010 Census for the Census Tracts in which the cumulative projects are located: 162, 168.02, 176.01, 177, 178.02, and 201.

⁷¹ Official election results from the San Francisco Registrar of Voters website. Available at <http://www.sfelections.org/results/20160607/>, accessed June 11, 2016.

<u>Topic:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS					
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by utility service systems, including water, wastewater and stormwater collection and treatment, and solid waste collection and disposal.

Impact UT-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, would not exceed the capacity of the wastewater treatment provider serving the project site, or require construction of new stormwater drainage facilities, wastewater treatment facilities, or expansion of existing facilities. (Less than Significant)

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. As described in Impact PH-1 in Topic 2, *Population and Housing*, the proposed project would add 1,394 residents and 1,752 employees to the project site, which would increase the amount of wastewater generated at the project site by approximately 60,030 gallons per day.⁷² This increase would not be substantial and would represent a 0.10 percent increase in the Southeast Water Pollution Control Plant's average daily treatment capacity of 60,000,000 gallons per day; therefore, the proposed project projected demand in addition to the provider's existing commitments and has

⁷² The 95 percent of water use (see Impact UT-2) assumed to be discharged to the combined sewer system is consistent with the SFPUC's standard assumption for flow factor for multi-family residential buildings (SFPUC, "Wastewater Service Charge Appeal" webpage: <http://www.sfwater.org/index.aspx?page=132>; reviewed February 28, 2016). The flow factor is the percentage of metered water use returned to the sewer system as wastewater. For the purposes of determining applicable charges, the percentage of water use returned to the sewers (flow factor) is assumed to be 95 percent for multifamily residential users.

adequate capacity.⁷³ The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the *California Code of Regulations* and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The incorporation of water-efficient fixtures into new development is also accounted for by the SFPUC, because widespread adoption can lead to more efficient use of existing capacity. The proposed project would also meet the wastewater pre-treatment requirements of the SFPUC, as required by the San Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements (see discussion under Impact HYD-1, in Topic 14, for additional stormwater management requirements).⁷⁴ Although the proposed project would add new residents and employees to the project site, this additional population is not considered substantial. Therefore, the incremental increase in the demand for wastewater would not require construction of new wastewater treatment facilities or expansion of existing facilities.

The project site is currently covered with impervious surfaces and the proposed project would not create any additional impervious surfaces; therefore, the proposed project would not result in an increase in stormwater runoff. Compliance with the City's Stormwater Management Ordinance, adopted in 2010 and amended in 2016, and the 2016 Stormwater Management Requirements and Design Guidelines would require the proposed project to reduce or eliminate the existing volume and rate of stormwater runoff discharged from the project site. For a project, such as the proposed 1500 Mission Street project, that is on a site that is more than 50 percent impervious surface at present, that would create or replace more than 5,000 square feet of impervious surface, and that is located in the combined sewer system, the stormwater management approach must reduce the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm. The Stormwater Management Requirements set forth a hierarchy of BMPs meet the stormwater runoff requirements. First priority BMPs involve reduction in stormwater runoff through approaches such as rainwater harvesting and reuse (e.g., for toilets and urinals and/or irrigation); infiltration through a rain garden, swale, trench, or basin; or through the use of permeable pavement or a green roof. Second priority BMPs include biotreatment approaches such as the use of flow-through planters or, for large sites, constructed wetlands. Third priority BMPs, only permitted under special circumstances, involve use of a filter to treat stormwater.

To achieve compliance with the Stormwater Management Requirements, the proposed project would implement and install appropriate stormwater management systems, such as Low Impact Design approaches, rainwater reuse, green roof, etc., that would manage stormwater on-site and limit demand on both collection system and wastewater facilities resulting from stormwater discharges. A Stormwater Control Plan would be designed for review and approval by the SFPUC prior to approval of a building permit. The Stormwater Control Plan would also include a maintenance agreement that must be signed by the project sponsor to ensure proper care of the necessary stormwater controls. Therefore, the proposed project and would not substantially increase the amount of stormwater runoff to the extent that existing facilities would need to be expanded or new facilities would need to be constructed; as such, the impacts would be less than significant.

⁷³ Water Supply Assessment Calculator, 1500 Mission Street, September 22, 2016.

⁷⁴ City and County of San Francisco, Ordinance No. 19-92, *San Francisco Municipal Code* (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Overall, while the proposed project would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the City to be exceeded. The proposed project also would not exceed any applicable wastewater treatment requirements or otherwise conflict with Regional Water Quality Control Board requirements, and would not require the construction of new wastewater/stormwater treatment facilities or expansion of existing ones. The proposed project also would not result in a determination by the Southeast Water Pollution Control Plant that it has inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. Therefore, the proposed project would not require the construction of new or expanded wastewater or stormwater collection, conveyance or treatment facilities that could have a significant impact on the environment and the impact would be *less than significant*. No mitigation measures are necessary.

Impact UT-2: The SFPUC has sufficient water supply available to serve the project from existing entitlements and resources, and the proposed project would not require expansion or construction of new water supply resources or facilities. (Less than Significant)

The proposed project would add residential units, retail, and office uses to the project site, which would increase the demand for water on the site, but not in excess of amounts expected and provided for in the project area. The SFPUC currently provides an average of approximately 219 million gallons of water to 2.6 million users in Tuolumne, Alameda, Santa Clara, San Mateo, and San Francisco counties.⁷⁵ California Senate Bill 610 requires that water retailers demonstrate whether their water supplies are sufficient to meet the projected demand of certain large development projects. In accordance with SB 610, a Water Supply Assessment (WSA) was prepared for the proposed project and approved by the SFPUC on October 11, 2016.⁷⁶ The WSA relies on water demand calculations prepared for the proposed project that synthesize project uses and site coverage. Water demand was calculated using the SFPUC Non-Potable Water Calculator. The proposed project's 1,394 new residents and 1,752 employees are estimated to use approximately 63,190 gallons of water per day.⁷⁷ The SFPUC's 2010 *Urban Water Management Plan* and 2013 *Water Availability Study for the City and County of San Francisco* uses 2035 growth projections that were prepared by the Planning Department and ABAG to estimate future water demand.⁷⁸ The SFPUC estimates an additional 500,000 million gallons of water per day will be needed to meet future demand, and also assumes declining per-capita water usage due to continued improvements in efficiency.⁷⁹ Therefore, while the proposed project and would incrementally increase the demand for water in San Francisco, the estimated increase in demand could be accommodated within anticipated water use and supply. Although the proposed project could be served by existing mains and no new or larger mains would be required, more than 11,000 feet of new water mains will be installed along South Van Ness Avenue as part of the SFMTA Van Ness Improvement Project, which would serve the project site.⁸⁰ The proposed project would also be designed to incorporate water-conserving measures, such as

⁷⁵ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013, p. 2. Available at <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>, accessed May 28, 2016.

⁷⁶ SFPUC, *Approved Water Supply Assessment for the 1500 Mission Street Project*, October 11, 2016.

⁷⁷ Water Supply Assessment Calculator, *1500 Mission Street*, September 22, 2016.

⁷⁸ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013, p. 16. Available at <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>, accessed May 28, 2016.

⁷⁹ *Ibid.*, p. 17.

⁸⁰ SFMTA, *Van Ness Improvement Project Newsletter*, Available at https://www.sfmta.com/sites/default/files/projects/2016/VN_Newsltr_16.03_160823.pdf, accessed September 26, 2016.

low-flush toilets and urinals, as required by the San Francisco Green Building Ordinance. The project site is not located within a designated recycled water use area, as defined in the Recycled Water Ordinance 390-91 and 393-94; however, pursuant to the Non-potable Water Ordinance (Ordinance 109-15, approved July 2, 2015), if the proposed project's site permit is issued after November 1, 2016, it will be required to install a recycled water system and to use non-potable water (Rainwater, Graywater, Foundation Drainage, and/or treated Blackwater) for toilet and urinal flushing.⁸¹ Since the proposed project's water demand could be accommodated by SFPUC's existing and planned water supply, no expansion or construction of new water supply resources or facilities would be required and the proposed project would result in *less-than-significant* water supply impacts. No mitigation measures are necessary.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)

In September 2015, the City entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco at the Recology Hay Road Landfill in Solano County for nine years or until 3.4 million tons have been disposed, whichever occurs first. The City would have an option to renew the agreement for a period of six years or until an additional 1.6 million tons have been disposed, whichever occurs first.⁸² The Recology Hay Road Landfill is permitted to accept up to 2,400 tons per day of solid waste, at that maximum rate the landfill would have capacity to accommodate solid waste until approximately 2034. At present, the landfill receives an average of approximately 1,850 tons per day from all sources, including approximately 1,200 tons per day from San Francisco; at this rate, landfill closure would occur in 2041.⁸³ The City's contract with the Recology Hay Road Landfill is set to terminate in 2031 or when 5 million tons have been disposed, whichever occurs first. At that point, the City will either further extend the Recology Hay Road Landfill contract or find and entitle another landfill site. Therefore, the proposed project would be served by landfills with sufficient permitted capacity to accommodate its solid waste disposal needs, and would have a *less-than-significant* impact related to solid waste disposal, and no mitigation measures would be required.

Impact UT-4: The construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment (DOE) showed the City generated approximately 872,000 tons of waste material in 2000. By 2010, that figure decreased to approximately 455,000 tons. Waste diverted from landfills is defined as recycled or composted. San Francisco has a goal of 75 percent landfill diversion by 2010 and 100 percent by 2020. As of

⁸¹ Graywater wastewater from bathtubs, showers, bathroom sinks, lavatories, clothes washing machines, laundry tubs, and the like. Blackwater is wastewater containing bodily or other biological wastes, such as from toilets, dishwashers, kitchen sinks, and utility sinks.

⁸² San Francisco Planning Department, *Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County* Final Negative Declaration, Planning Department Case No. 2014.0653, May 21, 2015. Available at http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf, accessed May 27, 2016.

⁸³ San Francisco Planning Department, *Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County* Final Negative Declaration, Planning Department Case No. 2014.0653, May 21, 2015. Available at http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf, accessed May 27, 2016.

2009, 78 percent of San Francisco’s solid waste was being diverted from landfills, having met the 2010 diversion target.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. The *San Francisco Green Building Code* also requires certain projects to submit a recovery plan to the Department of the Environment demonstrating recovery or diversion of at least 75% of all demolition debris. Furthermore, the project would be required to comply with City’s Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. The Recology Hay Road and Ostrom landfills are required to meet federal, state, and local solid waste regulations. The proposed project would comply with the solid waste disposal policies and regulations identified above and the proposed project would have *less-than-significant* impacts with respect to solid waste statutes and regulations, and no mitigation measures are necessary.

Impact C-UT-1: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in cumulative impacts on utilities or service systems. (Less than Significant)

The cumulative development projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, would incrementally increase demand on citywide utilities and service systems, such as water consumption, wastewater facilities, and solid waste services. As noted above, the SFPUC has accounted for such growth in its water demand and wastewater service projections, and the City has implemented various programs to achieve 100 percent landfill diversion by 2020. Nearby cumulative development projects would be subject to the same water conservation, wastewater discharge, recycling and composting, and construction demolition and debris ordinances applicable to the proposed project. Compliance with these ordinances would reduce the effects of nearby cumulative development projects to less-than-significant levels. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a cumulatively impact on utilities or service systems. Therefore, the cumulative impact would be *less than significant*, and no mitigation measures are necessary.

<i>Topic:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES					
Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project’s impacts to parks and open spaces are discussed under Topic 9, *Recreation*. Impacts on other public services are discussed below.

Impact PS-1: The proposed project would increase demand for police protection, fire protection, schools, or other services, but not to an extent that would result in substantial adverse physical impacts associated with the construction or alteration of governmental facilities. (Less than Significant)

Police Protection

The proposed project would result in more intensive use of the project site than currently exists, and thus would likely incrementally increase police service calls in the project area. Police protection is provided by the Tenderloin Police Station located at 301 Eddy Street, approximately 0.6 miles northeast of the project site.⁸⁴ Although the proposed project could increase the number of calls received from the area, the increase in responsibilities would not be substantial in light of the existing demand for police protection services. The Tenderloin Station would be able to provide the necessary police services and crime prevention in the area. Meeting this additional service demand would not require the construction of new police facilities that could cause significant environmental impacts. Hence, the proposed project would have *less-than-significant* impacts related to the provision of police protection services.

Fire Protection

The proposed project would result in more intensive use of the project site than currently exists, and thus, as with police service calls, would likely incrementally increase fire service calls in the project area. Fire stations located nearby include Station 36 at 109 Oak Street (at the corner of Oak and Franklin Streets, approximately two blocks northwest of the project site), Station 3, at 1067 Post Street (near the corner of Post and Polk Streets, approximately one mile north of the project site), and Station 1, at 935 Folsom Street (at Fifth Street, approximately one mile east of the project site). Although the proposed project would increase the number of calls received from the area, the increase in responsibilities would not be substantial in light of existing demand for fire protection services.

Furthermore, the proposed project would be required to comply with applicable building and fire code requirements, which identify specific fire protection systems, including, but not limited to, the provision of state-mandated smoke alarms, fire alarm and sprinkler systems, fire extinguishers, required number and location of egress with appropriate distance separation, and emergency response notification systems. The proposed project would be required to comply with all applicable building and fire codes and the proposed project would not result in a substantial demand for service and oversight, and thus, the proposed project would not result in the need for new fire protection facilities, and would have *less-than-significant* impacts related to the provision of fire protection facilities.

Schools

A decade-long decline in San Francisco Unified School District (SFUSD) enrollment ended in the 2008-2009 school year, and total enrollment in the SFUSD has increased to nearly 53,095 in the 2014–2015 school year, an

⁸⁴ San Francisco Police Department, *2014 Annual Report*, p. 118. Available at <http://sanfranciscopolice.org/annual-reports>, accessed May 28, 2016.

increase of approximately 296 students since 2010.⁸⁵ According to a 2015 SFUSD enrollment study, new market-rate units in San Francisco generate very few public school students.⁸⁶ In projecting enrollment through 2040, the study used a mix of enrollment factors; for the Market & Octavia and Transbay areas combined, and the student generation rate was 0.25 of kindergarten through 12th grade students per unit for inclusionary housing and 0.10 students per unit for market rate housing. Applying those rates to the proposed project's 560 dwelling units would result in an enrollment increase in the SFUSD of approximately 73 students.⁸⁷

The proposed mix of office, retail/restaurant, and residential uses would incrementally increase the number of school-aged children attending public schools in the project area by 73 students. However, this increase would be anticipated to be accommodated by the SFUSD. Additionally, the proposed project would be assessed a per gross square foot school impact fee for the increase in residential and office space. Therefore, the implementation of the proposed project would not necessitate the need for new or physically altered schools and impacts are *less than significant*.

Other Government Services

The proposed project would incrementally increase demand for governmental services and facilities such as libraries including the San Francisco Public Library located at 100 Larkin Street; however, the proposed project would not be of such a magnitude that the demand could not be accommodated by existing facilities. Therefore, the proposed project would have *less-than-significant* impacts related to the construction or physical alteration of governmental service facilities.

Conclusion

In summary, the proposed project would not result in a substantially increased demand for school, police, and fire facilities, and would not require new or expanded school facilities. The proposed project would thus have *less-than-significant* impacts related to the construction of new or physically altered school facilities. No mitigation measures are required.

⁸⁵ California Department of Education, Data Reporting Office, San Francisco Unified School District, K-12 Public School Enrollment, Most Current Enrollment. Available at [http://web.sfusd.edu/Services/research_public/rpa_student_enrollment/SFUSD%20School%20Site%20List%20and%20Summary-%20Student%20Enrollment%20\[Most%20Current\].pdf](http://web.sfusd.edu/Services/research_public/rpa_student_enrollment/SFUSD%20School%20Site%20List%20and%20Summary-%20Student%20Enrollment%20[Most%20Current].pdf), accessed January 23, 2016. See also San Francisco Unified School District Spring Snapshot, March 1, 2019. Available at http://web.sfusd.edu/Services/research_public/rpa_student_enrollment/Student%20Enrollment--SFUSD%20School%20Site%20List%20and%20Summary--Spring%20Semesters%202004-2010s.pdf, accessed September 26, 2016.

⁸⁶ Lapkoff & Goblat Demographic Research, Inc., *Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District*, November 23, 2015, page 33. Available at <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analyses-enrollment-forecast.pdf>, accessed March 1, 2016.

⁸⁷ The analysis assumes the proposed project would provide 20 percent of the total number of units as on-site inclusionary units, which would result in 112 inclusionary units and 448 market rate units. Applying the 0.25 generation rate for the inclusionary units ($112 \times 0.25 = 28$) and the 0.10 generation rate for the market rate units ($448 \times 0.10 = 45$) would yield a total of 73 students.

Impact C-PS-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative impacts to public services. (Less than Significant)

The proposed project combined with cumulative development projects would not be expected to increase demand for public services beyond levels anticipated and planned for by public service providers. Additionally, future developments would be subject to impact fee requirements. No other proposed development in the project vicinity would contribute substantially to public services cumulative effects. For these reasons, the proposed project would, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not create a considerable cumulative impact on public services, and this impact would be *less than significant*. No mitigation measures are necessary.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
12. BIOLOGICAL RESOURCES					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is located in a developed area completely covered by impervious surfaces. The project area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service; therefore, Question 12(b) is not applicable to the proposed project. In addition, the project area does not contain any wetlands as defined by Section 404 of the Clean Water Act; therefore, Question 12(c) is not applicable to the proposed project. Moreover, the proposed project does not fall within any local, regional or state habitat conservation plans; therefore, Question 12(f) is not applicable to the proposed project.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species, riparian habitat or sensitive natural communities, and would not interfere substantially with 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. (Less than Significant)

The project site is entirely covered with impervious surfaces and does not provide habitat for any rare or endangered plant or animal species. Thus, the proposed project would not adversely affect or substantially diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, nor affect any rare, threatened or endangered species. The proposed project would not interfere with species movement or migratory corridors.

Migrating birds do pass through San Francisco. Nesting birds, their nests, and eggs are fully protected by *California Fish and Game Code* (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). Tree removal activities could potentially disturb nesting birds that are protected under the *California Fish and Game Code* or the MBTA. For the purposes of CEQA, a project that has the potential to substantially reduce the habitat, restrict the range, or cause a population of a native bird species to drop below self-sustaining levels could be considered a potentially significant biological resource impact requiring mitigation.⁸⁸ Although removal of trees on the project site could have an adverse impact on nesting birds, compliance with the requirements of the *Fish and Game Code* and the MBTA would ensure that there would be no loss of active nests or bird mortality. The requirements include one or more of the following:

- Tree removal and pruning activities would be conducted outside bird nesting season (January 15–August 15) to the extent feasible;
- If tree removal activities are proposed during the breeding season (March through August), preconstruction surveys would be conducted by a qualified biologist within 15 days prior to the start of work from March through May, or 30 days prior to the start of work from June through August, to determine if any birds are nesting in or in the vicinity of any vegetation that is to be removed for the construction to be undertaken. If active nests are located during the preconstruction bird nesting survey, the project sponsor would contact the California Department of Fish and Wildlife for guidance on avoiding any adverse impacts on the nesting birds, such as establishing a construction-free buffer zone that would be maintained until the nestlings have fledged. The location, height, and material, particularly transparent or reflective glass, may present risks for birds as they travel along their migratory paths. The City has adopted guidelines to address this issue and provided regulations for bird-safe design within the city. *Planning Code* Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.⁸⁹ The project site also is not located in an Urban Bird Refuge, so the standards concerning location-related hazards are not applicable to the proposed project.⁹⁰ The proposed project would comply with

⁸⁸ *California Fish and Game Code* Section 3503; Section 681, Title 14, *California Code of Regulations*.

⁸⁹ San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2001. Available at http://208.121.200.84/ftp/files/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf, accessed on May 28, 2016.

⁹⁰ San Francisco Planning Department, *Urban Bird Refuge Map*. Available at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Urban_Bird_Refuge_Poster.pdf, accessed May 28, 2016.

the building feature-related hazards standards of Section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazards.

Overall, the proposed project would be subject to and would comply with City-adopted regulations for bird-safe buildings and federal and State migratory bird regulations; therefore, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors, and the impact would be *less than significant*.

Impact BI-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

The City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et seq., requires a permit from the SFPW to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. The designations are defined as follows:

- A landmark tree is designated by the Board of Supervisors following nomination of a tree by the Urban Forestry Council based on a written request from a property owner or the director of any City agency, or by the Board of Supervisors, Planning Commission, or Landmarks Preservation Advisory Board. The Urban Forestry Council determines whether a nominated tree meets the qualification for landmark designation by using established criteria set forth in Section 810(f)(4)(A)–(E) of the *Public Works Code*. Special permits are required to remove a landmark tree on private property or on City-owned property.
- A significant tree is defined either on property under the jurisdiction of the SFPW, or on privately-owned property with any portion of its trunk within 10 feet of the public right-of-way and that satisfies at least one of the following criteria: a) diameter at breast height (DBH) in excess of twelve (12) inches, (b) a height in excess of twenty (20) feet, or (c) a canopy in excess of fifteen (15) feet.⁹¹ The removal of significant trees on privately-owned property is subject to the requirements for the removal of street trees. The Director of SFPW may authorize removal of a significant tree after only after factors such as size, age, species, visual and aesthetic characteristics, cultural and historic characteristics, or ecological characteristics have been considered (Section 810A (c)).
- Street trees are trees within the public right-of-way or on land within the jurisdiction of the SFPW. Their removal by abutting property owners requires a permit (Section 806(b)(3)).

There are two existing street trees along South Van Ness Avenue, as well as three street trees along Mission Street that flank the main entrance to the Goodwill retail store at the corner of Van Ness Avenue and Mission Street. The primary façade of the warehouse building, along with the clock tower, is flanked by five street trees along Mission Street, and there are six street trees located along 11th Street, for a total of 16 trees on the project site. As part of the proposed project, the existing street trees would be replaced, and a permit would be obtained prior to any tree removal, per Section 806(b)(3) of the *Public Works Code*.

In addition, Section 806(d)(2) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The proposed project would consist of 301 feet of total frontage along South Van Ness Avenue, approximately

⁹¹ *Public Works Code*, Section 810A (a).

472 feet of frontage along Mission Street, and 275 feet of frontage along 11th Street, for a total of approximately 1,048 feet of frontage. The project would comply with Section 138.1(c)(1) by planting approximately 53 street trees, through retaining or replacing the 16 existing trees and planting new trees. Because the proposed project would not conflict with the City's local tree ordinance, this impact would be *less than significant*. No mitigation measures are necessary.

Impact C-BI-1: The proposed project, in combination with other past, present or reasonably foreseeable projects, would not result in cumulative impacts to biological resources. (Less than Significant)

Cumulative development projects noted in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, would result in the intensification of land uses within a dense urban environment that does not include any candidate, sensitive, or special-status species, any riparian habitat, or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Cumulative development would add tall buildings that can injure or kill birds in the event of a collision. In addition, nearby cumulative development projects would result in the removal of existing street trees or other vegetation. However, nearby cumulative development projects would be subject to the MBTA, which protects special-status bird species, the *California Fish and Game Code*, as well as City bird-safe building and urban forestry ordinances applicable to the proposed project. As with the proposed project, compliance with these ordinances would reduce the effects of nearby cumulative development projects to less-than-significant levels.

In summary, as noted above, implementation of the proposed project combined with other past, present, and reasonably foreseeable projects would not modify any natural habitat and would have no impact on any candidate, sensitive, or special-status species, any riparian habitat, or other sensitive natural community, and would not conflict with any local policy or ordinance protecting biological resources or an approved conservation plan. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to biological resources and impacts would be *less than significant*. No mitigation measures are necessary.

<i>Topic:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>	<input type="checkbox"/>
g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site would be connected to the existing sewer system and would not require use of septic systems. Therefore, Question 13(e) would not be applicable to the project site.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project. Responses in this section rely on the information and findings provided in the Geotechnical Investigation prepared by Langan Treadwell Rollo for the project site, unless otherwise noted.⁹² The study relied on available geotechnical data from the surrounding area to develop conclusions and recommendations, including soil samples from borings and penetration tests from the project site. Based on these tests, the site is underlain by eight to 15 feet of loose to medium dense sandy fill that contains varying amounts of silt, clay, and building debris. The fill is underlain by four to 20 feet of marsh deposit and dune sand. Below the marsh deposit is medium dense to very dense sand, silty sand and clayey sand referred to as the Colma Formation, below which is strong, relatively incompressible residual soil consisting of stiff to hard clay and very dense gravel with clay and sand beginning at a depth of 196 feet below ground surface level (bgs). Groundwater was encountered at the site at depths ranging from 14 to 16.5 feet bgs.

⁹² Langan Treadwell Rollo. Geotechnical Investigation, 1500–1580 Mission Street, San Francisco, California, July 20, 2015.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

With respect to potential rupture of a known earthquake fault, published data indicate that neither known active faults nor extensions of active faults exist beneath the project site. Therefore, the potential of surface rupture occurring at the site is very low and impacts are considered less than significant.

In terms of the potential for strong seismic ground shaking, the site is located within a 40-mile radius of several major active faults, including the San Andreas (7.5 miles), San Gregorio (11 miles), and Hayward (11 miles) faults. According to the U.S. Geological Survey, the overall probability of a magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next thirty years is 63 percent. Therefore, it is possible that a strong to very strong earthquake would affect the project during its lifetime. The severity of the event would depend on a number of conditions including distance to the epicenter, depth of movement, length of shaking, and the properties of underlying materials.

ABAG has classified the Modified Mercalli Intensity Shaking Severity Level of ground shaking in the proposed project vicinity due to an earthquake on the North San Andreas Fault as “VIII-Very Strong.”⁹³ Very strong shaking would result in damage to some masonry buildings, fall of stucco and some masonry walls, fall of chimneys and elevated tanks, and shifting of unbolted wood frame structures off their foundations. In accordance with the *San Francisco Building Code* requirement, the Geotechnical Investigation analyzed the potential for strong seismic shaking and recommended that the proposed project seismic design be in accordance with the provisions of the 2013 *California Building Code*, such as appropriately anchoring roof coverings, ensuring that suspended ceilings are laterally supported by the ceiling grid, and ensuring the superstructure-to-foundation connection is capable of transmitting the design base shear and the overturning forces from the structure into the supporting soil. With implementation of these recommendations, as incorporated into and required by the *San Francisco Building Code*, the impacts to the proposed project due to strong seismic ground shaking would be less than significant.⁹⁴

Liquefaction and lateral spreading of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. In terms of seismic-related ground failure, including liquefaction, the site is within a designated liquefaction hazard zone as shown on the California Geological Survey (CGS) seismic hazard zone map for the area titled State of California Seismic Hazard Zones, City and County of San Francisco, Official Map, dated November 17, 2000.⁹⁵ CGS provided recommendations for the content of site investigation reports within seismic hazard zones in Special Publication 117A, which recommends that at least one exploration point extend to a depth of at least 50 feet to evaluate liquefaction potential. Review of borings indicates that loose to medium dense sand is likely present both above and below the natural groundwater table in the site vicinity. Loose sand above the groundwater table may densify and loose to medium dense

⁹³ Association of Bay Area Governments. Earthquake Hazard Map for San Francisco Scenario: Entire San Andreas Fault System, <http://www.abag.ca.gov/cgi-bin/pickmapx.pl>, accessed on November 5, 2014.

⁹⁴ Langan Treadwell Rollo. Geotechnical Investigation, 1500–1580 Mission Street, San Francisco, California, July 20, 2015.

⁹⁵ California Geologic Survey, *Seismic Hazard Zones, City and County of San Francisco, Official Map*, November 17, 2000.

sand below the groundwater table may liquefy during strong ground shaking due to a seismic event on a nearby fault.

The Geotechnical Investigation tests show loose sandy soil below the groundwater table to a depth of about 18 feet bgs that may liquefy throughout the project site during strong ground shaking.⁹⁶ Overall, the investigation concluded that the potential for lateral spreading is low given that there is no continuous liquefiable layer beneath the site and that the surrounding ground surface is relatively level. As noted above, the Geotechnical Investigation recommended that the proposed project seismic design be in accordance with the provisions of the 2013 *California Building Code*. The project sponsor proposes to install a mat foundation to support the proposed buildings. The mat thickness in the residential area ranges from 2.5 feet to 10 feet; in the office area, the mat thickness ranges from two feet to five feet. The excavation for the proposed below-grade parking and mat will range from 19 to 32 feet. Implementation of these recommendations, as incorporated into and required by the *San Francisco Building Code*, would reduce any potential impacts of seismic-related ground failure, including liquefaction, to a less-than-significant level. No mitigation measures are necessary.

With respect to landslides, based on the *San Francisco General Plan*, the project site is relatively level and is not located within a mapped landslide zone.⁹⁷ The site is not within a designated earthquake-induced landslide zone as shown on the CGS seismic hazard zone map for the area. Therefore, the proposed project would have no impact with respect to potential for landslides and no mitigation measures are necessary.

Overall, the proposed project would generate a *less-than-significant* impact for the exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides, and no mitigation measures are necessary.

Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Significant)

The project site is generally flat and entirely covered with impervious surfaces. The proposed project would not substantially change the general topography of the site or any unique geologic or physical features of the site. The project would require excavation and construction of a mat foundation for the proposed building and removal of approximately 86,000 cubic yards of soil. The project site size of 110,772 square feet (2.5 acres) would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Permit that would require the project sponsor and its contractor to implement BMPs that include erosion and sedimentation control measures, as required by the City and/or resources agencies, which would reduce short-term construction-related erosion impacts to *less-than-significant* levels. No mitigation measures are necessary.

⁹⁶ Langan Treadwell Rollo, *Geotechnical Investigation, 1500–1580 Mission Street, San Francisco, California*, July 20, 2015. The impacts of liquefaction in this context refer to an estimate of up to two inches of liquefaction-induced settlement that could occur at the project site during a major earthquake on a nearby active fault.

⁹⁷ *San Francisco General Plan*, Community Safety Element, Map 4. Available at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf, accessed on November 5, 2014.

Impact GE-3: The proposed project would not be located on a 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. (Less than Significant)

The area around the project site does not include hills or cut slopes likely to be subject to landslide. Improvements proposed as part of the project include a two-story basement and mat foundation below grade, which would require excavation to a maximum of approximately 32 feet bgs. According to the preliminary Geotechnical Investigation, the site is underlain by eight to 15 feet of loose to medium dense sandy fill, which is underlain by four to 20 feet of marsh deposit and dune sand. Below the marsh deposit is dense to very dense, silty sand and clayey sand referred to as Colma sand. Groundwater is anticipated at the site at depths ranging from 14 to 16.5 feet bgs. The preliminary Geotechnical Investigation recommends deep soil mixing, the construction of soil-cement columns, and soil dewatering or the construction of soil-cement shoring walls in order to stabilize the soil and allow it to support the proposed project. In addition, the project would waterproof the base of the mat foundation and underlay the foundation with a mud slab to reduce the potential for water infiltration into the buildings.

During construction, excavation of the fill materials and dune sand would be necessary to construct the proposed basement level of each structure to a depth of 32 bgs. The Geotechnical Investigation included specific recommendations to be implemented during construction in order to prevent the dune sands from caving and to protect neighboring structures. Excavation activities will require the use of shoring and underpinning in accordance with the recommendations of the geotechnical report and *San Francisco Building Code* requirements.

San Francisco Building Code requirements would ensure that the project applicant include analysis of the potential for unstable soil impacts as part of the design-level geotechnical investigation prepared for the proposed project; therefore, potential impacts of unstable soils would be *less than significant*. No mitigation measures are necessary.

Impact GE-4: The proposed project is not located on expansive soil, as defined in the *California Building Code*, creating substantial risks to life or property. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition, and back again. The presence of expansive soils is typically determined on site-specific data. As noted above, the site is likely underlain by eight to 15 feet of loose to medium dense sandy fill, which is underlain by four to 20 feet of marsh deposit and dune sand with dense, silty sand and clayey sand (Colma) below that. Anticipated excavation of the basement garage and foundation is expected to remove the majority of existing fill materials at the site, leaving mostly the underlying dune sands. Due to the low clay content within the dune sands, there would be a low likelihood for expansion, although the Colma sand below could result in some expansion related affects. Areas not excavated, including sidewalks and other adjacent improvements, may also be affected by expansive soils, if present. Due to the *San Francisco Building Code* requirement that the project applicant include analysis of the potential for soil expansion impacts as part of the design-level geotechnical investigation prepared for the proposed project, potential impacts related to expansive soils would be *less than significant*. No mitigation measures are necessary.

Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site. (No Impact)

The existing project site is already developed. The proposed project would not substantially change the topography of the site, with the exception of excavation for the underground garages. There are no unique geologic or physical features of the site. Therefore, *no impact* would occur to topographic or unique geologic or physical features, and no mitigation measures are necessary.

Impact GE-6: The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant with Mitigation)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced.

Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units that may be fossiliferous include sedimentary formations.

The project site is underlain by 10 to 25 feet of fill and dune sands.⁹⁸ Artificial fills do not contain paleontological resources and dune sands are originally derived from rocks, but have been altered, weathered, or reworked to a degree such that the discovery of intact fossils would be nearly impossible. Below the dune sands is a marsh deposit five to 10 feet thick. Although plant and invertebrate fossil remains have been found in marsh deposits, these fossils are abundant and their occurrence would not be considered paleontologically significant. Underlying the marsh deposit is the very dense sand, silty sand and clayey sand referred to as Colma Formation. The Colma Formation has a high potential for paleontological resources.⁹⁹ Identified fossils include mammoth, bison, and ground sloth remains from various locations in San Francisco. Diatoms, trees, and pollen have also been reported from the Colma Formation. A Columbian mammoth was reported at the Cliff House Beach. Vertebrate fossils including parts of mammoths and bison have been found in the Colma Formation within San Francisco near the base of Telegraph Hill.¹⁰⁰ In addition, a mammoth tooth was discovered in the Colma Formation during excavation for the Transbay Transit Center in downtown San Francisco in 2012.¹⁰¹

The proposed project would entail excavation to a depth of approximately 32 feet to accommodate the below-grade basement levels and foundation. Excavation would extend into the Colma Formation. For

⁹⁸ Langan Treadwell Rollo, *Geotechnical Investigation, 1500–1580 Mission Street, San Francisco, California*, July 20, 2015.

⁹⁹ Society for Vertebrate Paleontology (SVP), 1995. *Standards and Guidelines*, News Bulletin Number 163. January.

¹⁰⁰ Rodda, Peter U. and Nina Baghai, 1993. *Late Pleistocene Vertebrates from Downtown San Francisco*, California. *Journal of Paleontology*, Vol. 67, No.6, pp. 1058-1063. Available at <http://www.jstor.org/discover/10.2307/1306122?uid=3739560&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=2110167512486>, accessed October 18, 2016.

¹⁰¹ Transbay Transit Center, 2014. *Archaeology*. Available at <http://transbaycenter.org/project/archaeology>, accessed on October 18, 2016.

paleontologically sensitive areas, the objective of implementing mitigation measures is to reduce adverse impacts on paleontological resources by recovering fossils and associated contextual data prior to and during ground-disturbing activities. Ground-disturbing activities could expose and cause impacts on unknown paleontological resources, which would be a potentially significant impact. With implementation of **Mitigation Measure M-GE-6, Inadvertent Discovery of Paleontological Resources**, adverse effects on paleontological resources by recovering fossils and associated contextual data prior to and during ground-disturbing activities would be reduced to *less-than-significant*.

Mitigation Measure M-GE-6 – Inadvertent Discovery of Paleontological Resources. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately and the monitor shall notify the City. Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations shall be consistent SVP 1995 guidelines, and currently accepted scientific practice, and shall be subject to review and approval by the City. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The City shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a considerable contribution to any cumulative significant effects related to geology or soils. (Less than Significant)

Geology soils, and unique paleontological resource or site or unique geologic feature impacts are generally site-specific and localized and do not result in cumulative effects with other projects. Therefore, the proposed project would not make a considerable contribution related to cumulative impacts and the cumulative impact would be *less than significant*.

<u>Topic:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
14. HYDROLOGY AND WATER QUALITY					
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input 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"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

The project is not located in an area identified as subject to seiche or potential inundation in the event of a levee, dam failure, or tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Maps Five and Six of the Community Safety Element of the *San Francisco General Plan*). In addition, the developed area of the project site would not be subject to mudflow. Thus, checklist Question 14(j) does not apply. The project site is not located within a 100-year flood hazard area designated on the City's interim floodplain map, and would not place housing or structures within a 100-year flood hazard area that would impede or redirect flood flows.¹⁰² Therefore, Questions 15(g) and 15(h) also are not applicable.

¹⁰² FEMA Preliminary Flood Insurance Rate Map, November 12, 2015. Available at http://sfgsa.org/sites/default/files/Document/SF_NE.pdf, accessed May 30, 2016.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. (Less than Significant)

As discussed in the Topic 10, *Utilities and Service Systems*, wastewater and stormwater from the project site would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Stormwater Management Ordinance and meet the SFPUC stormwater management requirements per the 2016 Stormwater Management Requirements and Design Guidelines.

The project sponsor would be required to submit and have approved by the SFPUC a Stormwater Control Plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines using a variety of BMPs. As described in Topic 10, *Utilities and Service Systems*, for the proposed project, the stormwater management approach must reduce the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm through employment of a hierarchy of BMPs set forth in the Stormwater Management Requirements. Therefore, the proposed project would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. Thus, the proposed project would have a *less-than-significant* impact on water quality resources, and no mitigation measures are necessary.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table. (Less than Significant)

The project site is currently entirely covered in impervious surfaces; thus, the proposed project would not increase the amount of impervious surface and would not result in any change in infiltration or runoff on the project site. As noted above, groundwater was encountered at about 16 feet below the ground surface (bgs), although it varies somewhat with seasons and rainfall quantity. The proposed project would necessitate excavation to a depth of up to 32 feet bgs. If groundwater were encountered on-site, then dewatering activities would be necessary. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering. The SFPUC may require water analysis before discharge. The project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division prior to any dewatering activities. Groundwater encountered during construction of the proposed project would be subject to requirements of the Article 4.1 of the *Public Works Code*, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. These measures would ensure protection of water quality during construction of the proposed project. In addition, the project does not propose to extract any underlying groundwater supplies. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Thus, the proposed project would have a *less-than-significant* impact on groundwater and no mitigation measures are necessary.

Impact HY-3: The proposed project would not 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 substantial erosion, siltation, or flooding on- or off-site. (Less than Significant)

The project site is currently covered with impervious surfaces and no streams or creeks occur on the project site. Impervious surfaces at the site would not substantially change as part of the proposed project and drainage patterns would remain generally the same. The proposed project would incrementally reduce the amount of impervious surface currently located on the project site through implementation of Low Impact Development and other measures identified in the Stormwater Management Ordinance, which also requires that the project decrease stormwater runoff. Therefore, the proposed project would not be expected to result in substantial erosion or flooding associated with changes in drainage patterns, and potential to result in erosion or flooding would have a *less-than-significant* impact and no mitigation measures are necessary.

Impact HY-4: The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)

During construction and operation of the proposed project, wastewater and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. As noted above, treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During construction and operation, the proposed project would be required to comply with all local wastewater discharge, stormwater runoff, and water quality requirements, including the 2016 San Francisco Stormwater Management Requirements and Design Guidelines, described above under Impact HY-1, and the Stormwater Management Ordinance. The Stormwater Management Requirements and Design Guidelines would ensure that stormwater generated by the proposed project is managed on-site to reduce the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm, such that the project would not contribute additional peak volumes of polluted runoff to the City's stormwater infrastructure. The Stormwater Management Ordinance would ensure that the proposed project implements and installs appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges from entering the City's combined stormwater/sewer system. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and this impact would be *less than significant* and no mitigation measures are necessary.

Impact HY-5: The proposed project would not exacerbate flooding conditions such that people or structures would be exposed to a significant risk from future flooding. (Less than Significant)

The City and County of San Francisco is a participant in the National Flood Insurance Program (NFIP). As a condition of participating in the NFIP, the City has adopted and enforces a Floodplain Management Ordinance intended to reduce the risk of damage from flooding in the City. The Floodplain Management Ordinance governs construction in flood-prone areas and designates the City Administrator's Office as the

City's Floodplain Administrator.¹⁰³ The project site is not located within a Special Flood Hazard Area identified on San Francisco's Interim Floodplain Map, nor is it adjacent to a shoreline that could be affected by sea level rise.¹⁰⁴ The proposed project is not located an area identified as being prone to flooding hazards because of the depth of sewer lines relative to the ground surface elevation of the properties they serve.¹⁰⁵ The proposed project also would not exacerbate flooding conditions such that people or structures would be exposed to a significant risk from future flooding, because it would not increase the amount of impervious surface, increase the volume of stormwater runoff, or change drainage patterns. Therefore, the proposed project would have a *less-than-significant* impact on flooding, and no mitigation measures are necessary.

Impact C-HY-1: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)

As stated above, the proposed project would result in less-than-significant impacts related to water quality, groundwater levels, alteration of drainage patterns, capacity of drainage infrastructure, 100-year flood zones, failure of dams or levees, and seiche, tsunami, and mudflows. The proposed project would be required to adhere to existing drainage control requirements that address water quality and quantity similar to that of other nearby current and future projects. Because other development projects would be required to follow drainage, dewatering and water quality regulations, similar to the proposed project, peak stormwater drainage rates and volumes for the design storm would gradually decrease over time with new development, meaning that no substantial cumulative effects with respect to drainage patterns, water quality, stormwater runoff, or stormwater capacity of the combined sewer system would occur. San Francisco's limited use of groundwater would preclude any cumulative effects to groundwater levels, and the proposed project would not contribute to any cumulative effects with respect to groundwater. In general, 100-year flood zones, failure of dams or levees, and seiche, tsunami, and mudflows are not anticipated to result cumulative significant impacts in San Francisco, and the proposed project would not contribute to any such cumulative effects. Thus, cumulative hydrology and water quality impacts would be *less than significant*, and no mitigation measures are necessary.

¹⁰³ San Francisco *Administrative Code*, Article XX, Section 2A.280 through 2A.285. Available at [http://library.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$sync=1](http://library.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1), accessed May 30, 2016.

¹⁰⁴ City and County of San Francisco, San Francisco Interim Floodplain Map, Northeast. Preliminary, November 12, 2015. Available at http://sfgsa.org/sites/default/files/Document/SF_NE.pdf.

¹⁰⁵ San Francisco Planning Department, *Planning Director Bulletin No. 4: Review of Projects in Areas Prone to Flooding, April 2007*. Available at http://www.sf-planning.org/ftp/files/publications_reports/DB_04_Flood_Zones.pdf, accessed May 30, 2016.

<i>Topic:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Questions 15(e) and 15(f) are not applicable.

Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

Construction activities would require the use of limited quantities of hazardous materials such as fuels, oils, solvents, paints, and other common construction materials. The City would require the project sponsor and its contractor to implement BMPs as part of their grading permit requirements that would include hazardous materials management measures, which would reduce short-term construction-related transport, use and disposal of hazardous materials to less-than-significant levels. Once constructed, the project would likely result in use of common types of hazardous materials typically associated with retail/restaurant, office, and residential uses, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. Moreover, the City offices in the project’s office building would be required to purchase products listed by SF Approved (sfapproved.org), which is administrated by the San Francisco Department of the Environment, and which identifies products and

services that are required and recommended for use by City departments in connection with the City's Environmentally Preferable Purchasing Ordinance (Chapter 2 of the *San Francisco Environment Code*). For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards resulting from routine use, transport, or disposal of hazardous materials. Thus, the project would result in *less-than-significant* impacts related to the use of hazardous materials and no mitigation measures are necessary.

Impact HZ-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. (Less than Significant with Mitigation)

The project site is located in an area of San Francisco governed by Article 22A of the *San Francisco Health Code*, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH).¹⁰⁶ The project would disturb more than 50 cubic yards of soil. Therefore, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of *Health Code* Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.^{107, 108} The Phase I ESA included (1) a reconnaissance-level site visit to look for evidence of the release(s) of hazardous materials and petroleum products; (2) inquires by telephone, visit, online databases, and /or written correspondence to past owners, operators, occupants, and regulatory agencies regarding building or environmental permits, environmental violations, incidents and/or status of enforcement actions at the project site; (3) review local, state, and federal records pertinent to a Phase I ESA; (4) review of relevant documents and maps regarding local geologic and hydrogeological conditions; and (5) review of historical documents including aerial photographs and topographical maps.

According to historic sources, the earliest recorded land uses in the immediate area were residential and retail. In 1889, the site was developed with multiple residences and one drug store. A school located on the northwestern adjoining property included a building that was partially located on the northwestern portion of the site.¹⁰⁹ Following the 1906 earthquake, the site was cleared and leveled. The Phase I ESA notes that the site

¹⁰⁶ San Francisco Planning Department, "Expanded Maher Area" Map, February 2014. Available at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf.

¹⁰⁷ Bureau Veritas North America, *Phase I Environmental Site Assessment, 1500 through 1580 Mission Street, San Francisco, CA*, February 7, 2014.

¹⁰⁸ City and County of San Francisco Department of Public, Environmental Health, *Maher Ordinance Application for the Goodwill Site Project*, April 23, 2015.

¹⁰⁹ South Van Ness Avenue, the extension of Van Ness Avenue from Market Street to Howard Street, was not constructed until 1932.

is underlain by fill materials in the form of brick fragments and building debris that reportedly resulted from demolition following the 1906 earthquake, and that elevated levels of lead and petroleum hydrocarbons have been detected in the fill materials onsite.¹¹⁰ By 1913, the site was mostly vacant land; the residences and school were no longer present, and a playing field was located on the central portion. Structures were limited to a shed and office for Ocean Shore R.R. Co. on the 11th Street side and a small shed along Mission Street. In 1925-1927, the site was developed with the current eastern structure for factory and office use by White Motor Company. Coca Cola occupied the building for a bottling factory beginning in approximately 1940 and later added a syrup works. In at least 1950, a used car lot that included auto repairs was located on the southern triangular portion of the site. Historical use of the site included the use of six underground storage tanks (USTs) for storage of petroleum products that have been removed or filled with cement in place. Goodwill began occupancy of the eastern structure in 1993 and constructed the western structure in 1997. Surrounding properties were developed commercially during the same timeframe as the subject property and have included a variety of commercial and automotive related uses for over 100 years.

No observed evidence of any significant staining, spillage, and/or ponded liquids or unconfined solids was discovered on the project site during site reconnaissance. The following recognized environmental conditions were identified in the Phase I assessment:

- The long term historical industrial use of the site with limited investigation;
- The presence of fill materials across the site;
- The historical use of USTs at the site with limited investigation performed; and
- Historical use of USTs in close proximity to the subject property to the northwest as well as the presence of several other automotive related businesses in the vicinity.

As such, the Phase I recommended that a soil management plan is used to address the presence of known lead contamination and petroleum hydrocarbons associated with fill materials, during excavation.

As noted in the Phase I, a regulatory agency database search report determined that properties in the vicinity of the project site are unlikely to affect the project site because they had no violations, were closed by the regulatory agency, were hydrologically cross-gradient or down-gradient, or were determined to be a significant distance (greater than ¼ mile) from the project site. As a result, these listings are not expected to pose an environmental risk to the project site and are not discussed. There were no indications that any releases were observed on the site, and there were no records of any such releases pertaining to the site.

Overall, the documented nearby off-site sources that could affect environmental conditions at the project is judged to be unlikely. Although several neighboring properties were identified as potential sources of activities involving hazardous substances or petroleum products, there is no readily available evidence that these facilities have affected the environmental conditions of the project site. However, because of the recognized environmental conditions noted above, the Phase I report recommended additional investigation of the site. Accordingly, a Limited Subsurface Investigation was undertaken.¹¹¹ This study involved collection

¹¹⁰ Bureau Veritas North America, *Limited Subsurface Investigation, 1500–1580 Mission Street, San Francisco, California*, May 14, 2014.

¹¹¹ *Ibid.*

of soil and groundwater samples in areas of the site not previously investigated or reported on.¹¹² The results of the investigation identified contaminants in the soil including lead, cyanide, nickel, and zinc, as well as residual petroleum hydrocarbons in the form of diesel and motor oil. The Limited Subsurface Investigation, therefore, concurred in the Phase I Site Investigation's recommendation for implementation of a soil management plan so that contaminated soil is properly disposed of. The study also recommended the treatment and filtration of water for petroleum hydrocarbons and sediment prior to disposal, should groundwater be encountered during excavation. As stated above in Topic 14, *Hydrology and Water Quality*, groundwater encountered during construction would be subject to requirements of the Article 4.1 of the *Public Works Code*, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system.

Based on the findings of the Phase I ESA and Limited Subsurface Investigation, Article 22A of the *San Francisco Health Code* would require that a Site Mitigation Plan be implemented for the proposed project to identify proper handling and disposal of site soils. Additionally, the Site Mitigation Plan should provide guidance on how to manage groundwater during dewatering, if required. The Department of Public Health would review the Phase I ESA and Limited Subsurface Investigation and make a final determination as to the necessity of a Work Plan for Soil and Groundwater Characterization and, if determined necessary, a Site Mitigation Plan, in accordance with Article 22A of the *Health Code*. Compliance with the requirements of the *Health Code* would ensure that effects related to contaminated soil and/or groundwater would be less than significant and no mitigation measures are necessary.

Asbestos-Containing Materials

The project site is occupied by a building that was constructed in 1927. Asbestos-containing materials (ACMs) were removed from the existing structure as part of previous building renovations during the 1990s.¹¹³ According to the Phase I report, based on the date of construction of the building and the confirmed presence of ACMs and lead-based paint during previous renovations of the 1500 Mission Street building, ACMs may still be present in building materials that could become airborne as a result of demolition disturbance.

The California Department of Toxic Substance Control considers asbestos hazardous and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations, BAAQMD, the California Occupational Safety and Health Administration (Cal OSHA), and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities.

Specifically, Section 19827.5 of the *California Health and Safety Code* requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the BAAQMD with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the BAAQMD is to be notified 10 days in advance

¹¹² Ibid. As described in this report, previous investigations consist of the *Quarterly Monitoring Report, Fourth Quarter 1990, Coca-Cola Enterprises Distribution Facility, San Francisco, California*, prepared by U.S. Technical Environmental Consulting, Inc., January 31, 1991. See also Eler and Kalinowski, *Summary of Previous Investigations*, June 18, 1992.

¹¹³ Ibid.

of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of BAAQMD Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of Cal OSHA must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of *California Code of Regulations* Section 1529 and Sections 341.6 through 341.14, where there is asbestos related work involving 100 gsf or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the requirements described above.

These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Lead-Based Paint

Similar to ACMs, lead-based paint was identified through earlier renovations and may still be present in unrenovated areas of the 1500 Mission Street building.¹¹⁴ Work that could result in disturbance of lead paint must comply with Section 3426 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to 1979, Section 3426 requires specific notification and work standards, and identifies prohibited work methods and penalties. (The reader may be familiar with notices commonly placed on residential and other buildings in San Francisco that are undergoing re-painting. These notices are generally affixed to a drape that covers all or portions of a building and are a required part of the Section 3426 notification procedure.)

Section 3426 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare facilities. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the Director of DBI, of the address and location

¹¹⁴ Ibid.

of the project; the scope of work, including specific location within the site; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has fulfilled or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include a Posted Sign notifying the public of restricted access to the work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Notice of Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3426 contains provisions regarding inspection and sampling for compliance by DBI, as well as enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

Demolition would also be subject to the Cal OSHA Lead in Construction Standard (8 CCR Section 1532.1). This standard requires development and implementation of a lead compliance plan when materials containing lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA would require 24-hour notification if more than 100 square feet of materials containing lead would be disturbed.

Implementation of procedures required by Section 3426 of the *Building Code* and the Lead in Construction Standard would ensure that potential impacts of demolition or renovation of structures with lead-based paint would be less than significant.

Other Hazardous Building Materials

Other hazardous building materials that could be present include electrical transformers that could contain PCBs, fluorescent light ballasts that could contain polychlorinated biphenyl (PCBs) or diethylhexyl phthalate (DEHP), and fluorescent light tubes that could contain mercury vapors. Disruption of these materials could pose health threats for construction workers if not properly disposed of, a potentially significant impact. However, implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, would require that the presence of such materials be evaluated prior to demolition or renovation and, if such materials were present, that they be properly handled during removal and building demolition or renovation. With implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, potential impacts of exposure to these hazardous building materials would be reduced to a *less-than-significant* level.

Mitigation Measure M-HZ-2 – Hazardous Building Materials Abatement. The project sponsor shall ensure that, prior to demolition, the building is surveyed for hazardous building materials including electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

Implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, would reduce impacts related to exposure to hazardous building materials during demolition to a less-than-significant level.

Based on mandatory compliance with existing regulatory requirements and the information and conclusions from the Phase I, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater, asbestos, or lead-based paint, and the proposed project would result in a less-than-significant impact with respect to these hazards. Implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, would reduce potential effects related to other hazardous building materials to a *less-than-significant* level.

Impact HZ-3: The proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. (Less than Significant with Mitigation)

The only school located within a quarter-mile of the project site is Love and Learn Nursery School, located 0.2 mile to the southwest of the project site at 1419 Howard Street. The proposed project would not store, handle, or dispose of significant quantities of hazardous materials and would not otherwise include any uses that would include emissions of hazardous substances. Any hazardous materials currently on the site, such as asbestos, lead-based paint, PCBs, and DEHP, would be removed during or prior to demolition of the existing building and prior to project construction, and would be handled in compliance with applicable laws and regulations and/or implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, as described above. With adherence to these regulations, there would be no potential for such materials to affect the nearest school. Thus, implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, would reduce potential effects related to hazardous emissions or materials within a quarter-mile of a school to a *less-than-significant* level.

Impact HZ-4: The proposed project is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; however, this would not result in a significant impact. (Less than Significant)

The project site is not on the Hazardous Waste and Substances Sites List, commonly called the “Cortese List,” compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. However, the project site is listed on the State Water Resources Control Board Geotracker database as a site with Leaking Underground Storage Tanks (LUST), which were removed and cleaned up in October 1995.¹¹⁵ The previously removed LUST’s represent a historical recognized environmental condition. The previous six underground storage tanks contained petroleum products and a former paint-booth on the project site. The previous LUST’s and the remains of any hazardous materials were removed and transported to a hazardous waste facility. Following the excavation of the tank, soil and water quality samples were taken to determine if the LUST had resulted in contamination of the soils and water on the project site. Analytical results of the sampling and analysis program indicated the soil underlying the tank did contain elevated levels of total petroleum hydrocarbon constituents as diesel and BTEX.¹¹⁶ Compliance with the Site Mitigation Plan,

¹¹⁵ State Water Resources Control Board Geotracker. Available at http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607500103, accessed November 7, 2016.

¹¹⁶ San Francisco Department of Public Health, *Maher Ordinance Application for Goodwill Site*, April 23, 2015.

in accordance with Article 22A of the Health Code, Maher Ordinance would ensure the effects related to contaminated soil and/or groundwater would be a *less-than-significant* impact related to this criterion, and no mitigation measures are necessary.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the Building and Fire Codes. Final building plans are reviewed by the San Francisco Fire Department (as well as DBI), to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with hydrant water pressures and emergency access, would be mitigated during the permit review process.

The implementation of the proposed project could add incrementally to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would be relatively insignificant within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid. Furthermore, the project-generated traffic would be dispersed on many of the streets adjacent and in proximity to the project site contain Muni- or Muni and taxi-only lanes, which also serve as access lanes for emergency vehicles. Therefore, the proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan and this impact would be *less than significant*. No mitigation measures are necessary.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, could result in a considerable contribution to cumulative impacts related to hazardous materials. (Less than Significant with Mitigation)

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety or remediation requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. As such, the proposed project's impacts related to hazardous materials would not make a considerable contribution to cumulative impacts and would be *less than significant* with implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**.

Topic:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. MINERAL AND ENERGY RESOURCES					
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All land in the City of San Francisco, including the project site, is designated by the CGS as Mineral Resource Zone (MRZ) Four under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other MRZ; thus, the area is not one designated to have significant mineral deposits.¹¹⁷ The project site has previously been developed, and future evaluations of the presence of minerals at this site would therefore not be affected by the proposed project. Further, the development and operation of the proposed project would not have an impact on any off-site operational mineral resource recovery sites. Therefore, Questions 16(a) and 16(b) are not applicable to the proposed project.

Impact ME-1: The proposed project would not encourage activities that would result in the use of large amounts of fuel, water, or energy, or use these resources in a wasteful manner. (Less than Significant)

The proposed project would add new residential, retail/restaurant, and office uses, and an increased intensity of use to the project site, although not to an extent that exceeds anticipated growth in the area. As a new building in San Francisco, the proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance that require the project to meet a number of conservation standards, including installation of water efficient fixtures and energy efficient appliances, as well as the provision of features that encourage alternative modes of transportation, such as bicycle racks and car-share parking spaces. Documentation showing compliance with the San Francisco Green Building Ordinance would be submitted with the application of the building permit, and would be enforced by the DBI. In addition, the proposed project would be required to comply with Title 24 of the *California Code of Regulations*, which regulates energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings and is enforced by the DBI. Compliance with Title 24 and the San Francisco Green Building Ordinance would ensure reduction in the use of fuel, water, and energy by the proposed project. Compliance with these measures is further discussed under Chapter V, *Other CEQA Considerations*, in the EIR.

¹¹⁷ California Department of Conservation, Division of Mines and Geology, *Special Report 146, Parts I and II (1986)* and *DMG Open File Report 96 03 (1996)*. Available at <http://www.conservation.ca.gov/cgs/minerals/mlc/Pages/index.aspx>, accessed May 30, 2016.

Therefore, the proposed project would not result in the use of large amounts of fuel, water, or energy, or result in the use of these resources in a wasteful manner, and effects related to the use of these resources would be *less than significant*. No mitigation measures are necessary.

Impact C-ME-1: The proposed project, in combination with other past, present or reasonably foreseeable projects, would not result in a cumulative impact on mineral and energy resources. (Less than Significant)

No known minerals exist in the project site or in the vicinity, as all of the City of San Francisco falls within MRZ-4, as described above; therefore, no adverse impacts would ensue with respect to mineral resources and the proposed project would not contribute to any cumulative impact on mineral resources. In addition, the cumulative development projects identified in **Table 2, Cumulative Projects within 0.25 Mile of the Project Site**, would be required by the DBI to conform with Title 24 and the *San Francisco Green Building Code* regarding minimizing the use of large amounts of fuel, water, or energy by, for instance, installing energy efficient appliances and water efficient fixtures, which would preclude cumulative significant impacts on fuel, water, or energy. While statewide efforts are being made to increase power supply and to encourage energy conservation, the demand for energy created by the proposed project would be insubstantial in the context of the total demand within San Francisco and the state, and would not require a major expansion of power facilities. The City also plans to reduce GHG emissions to 25 percent below 1990 levels by 2017, and ultimately reduce GHG emissions to 80 percent below 1990 levels by 2050, which would be achieved through a number of different strategies, including energy efficiency. Thus, the energy demand that would be created by the proposed project would not contribute to a cumulative impact. As such, the proposed project, in combination with other past, present or reasonably foreseeable projects, would result in *less-than-significant* impacts on fuel, water, and energy resources and no mitigation measures are necessary.

<u>Topic:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. AGRICULTURE AND FOREST RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located within an urbanized area of San Francisco. No land in San Francisco County has been designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as agricultural land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not require the conversion of any land designated as prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project would not conflict with any existing agricultural zoning or Williamson Act contracts.¹¹⁸ No land in San Francisco is designated as forest land or timberland by the State Public Resource Code. Therefore, the proposed project would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. For these reasons, Questions 17(a), 17(b), 17(c), 17(d), and 17(e) are not applicable to the proposed project.

¹¹⁸ San Francisco is identified as "Urban and Built-Up Land" on the California Department of Conservation Important Farmland in California Map, 2008. Available at www.consrv.ca.gov, accessed April 28, 2015.

<u>Topic:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE					
Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The foregoing analysis identifies potentially significant impacts to cultural resources, transportation and circulation, noise, air quality, and wind and shadow, which would all be further analyzed in the EIR.

- a) As discussed in the various topics in this Initial Study, the proposed project is anticipated to have less-than-significant impacts on most of the environmental topics discussed in this Initial Study, with implementation of mitigation measures, where identified. The project, however, could have potentially significant impacts related to transportation, air quality, cultural resources, and wind and shadow. These impacts will be further discussed in the EIR.
- b) The proposed project in combination with the past, present, and foreseeable projects as described in Section E, *Evaluation of Environmental Effects*, would not result in cumulative impacts to land use, aesthetics, population and housing, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources. However, the proposed project in combination with the past, present and foreseeable projects could result in cumulative impacts to cultural resources, air quality, transportation and circulation, and wind and shadow, which will be further analyzed in the EIR.
- c) As discussed above under the proposed project has the potential to result in significant impacts with respect to transportation, cultural resources, air quality, and wind and shadow, which could adversely affect human beings. The EIR will assess these topics and identify mitigation measures where applicable.

F. Mitigation Measures and Improvement Measures

The following mitigation measures have been identified to reduce potentially significant impacts resulting from the proposed project to less-than-significant levels within the Initial Study. Other potentially significant impacts pertaining to cultural, transportation, and wind and shadow are fully analyzed in the EIR. The project sponsor has agreed to implement all mitigation and improvement measures identified in the Initial Study.

Mitigation Measures

Mitigation Measure M-NO-2 – Construction-Related Noise Reduction. Incorporate the following practices into the construction contract agreement documents to be implemented by the construction contractor:

- Provide enclosures and mufflers for stationary equipment and shroud or shield impact tools;
- Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors;
- Provide sound-control devices on equipment no less effective than those provided by the manufacturer;
- Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from Mission Street and all other identified sensitive receptors;
- Prohibit unnecessary idling of internal combustion engines;
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barrier curtains, or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities;
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be 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; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of five dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used where feasible; and
- The project sponsor shall designate a point of contact to respond to noise complaints. The point of contact must have the authority to modify construction noise-generating activities to ensure compliance with the measures above and with the San Francisco Noise Ordinance.

Mitigation Measure M-GE-6 – Inadvertent Discovery of Paleontological Resources. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately and the monitor shall notify the City. Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery

of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations shall be consistent with SVP 1995 guidelines, and currently-accepted scientific practice, and shall be subject to review and approval by the City. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The City shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Mitigation Measure M-HZ-2 – Hazardous Building Materials Abatement. The project sponsor shall ensure that, prior to demolition, the building is surveyed for hazardous building materials, including electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

G. Public Notice and Comment

On May 13, 2015, the Planning Department mailed a Notice of Preparation (NOP) of an Environmental Impact Report and Notice of Public Scoping Meeting to property owners within 300 feet of the project site, adjacent tenants, and other potentially interested parties. Four comment letters were received. In addition, to solicit further comments on the scope and content of the environmental analysis to be included in the EIR, the Planning Department held a public scoping meeting on June 2, 2015, at One South Van Ness Avenue in San Francisco. The comment letters, emails, and comment cards received in response to the NOP, as well as a transcript of the oral comments received at the June 2, 2015, public scoping meeting can be found in Appendix B and are also available for review as part of Case File No. 2014-000362ENV. Topics raised in the comment letters include the height of the proposed residential and retail building and its compatibility with nearby low-rise residential buildings, potential wind and shadow impacts as a result of the proposed project, air quality construction-related impacts, and the lack of available parking spaces in the neighborhood. The topics raised in the comment letters have either been addressed in the Initial Study, and in the EIR, as appropriate.

H. Determination

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE

11/9/14


Lisa M. Gibson

Acting Environmental Review Officer

for

John Rahaim

Director of Planning

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Appendix B
Notice of Preparation (NOP) for Case
No. 2014-000362ENV and Written
Responses and Public Comments on
the NOP





SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

Date: May 13, 2015
Case No.: **2014-000362ENV**
Project Address: **1500-1580 Mission Street**
BPA Nos.: Not Applicable
Zoning: C-3-G (Downtown General Commercial) District
Van Ness and Market Downtown Residential Special Use District
120/320-R-2, 85/250-R-2, 85-X Height and Bulk Districts
Block/Lot: 3506/002 and 003
Project Site Size: 110,772 square feet (2.5 acres)
Project Sponsor: Goodwill SF Urban Development, LLC
Matthew Witte – (415) 677-9000
Lead Agency: San Francisco Planning Department
Staff Contact: Chelsea Fordham – (415) 575-9071
chelsea.fordham@sfgov.org

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

Reception:
415.558.6378

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Planning
Information:
415.558.6377

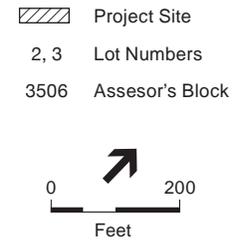
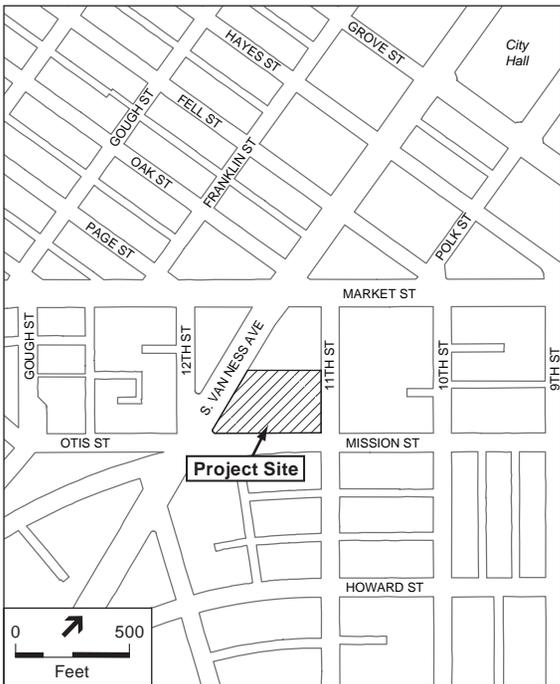
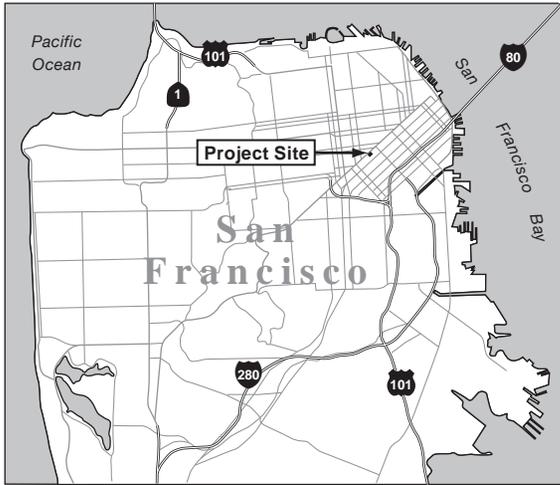
PROJECT SUMMARY

The project sponsor, Goodwill SF Urban Development, LLC, an affiliate of Related California Urban Housing, proposes to demolish one existing building and a portion of another building on the project site, at 1500 and 1580 Mission Street, and construct a mixed-use development with two components. The residential and retail development component would include a 39-story, 396-foot-tall tower (up to 416 feet to top of the parapet enclosing mechanical equipment) with mid-rise podium elements at the corner of Mission Street and South Van Ness Avenue. The office and permit center development component would be occupied by several City and County of San Francisco (“City”) departments, and include an 18-story, 264-foot-tall tower (up to 284 feet to top of the parapet enclosing mechanical equipment) on 11th Street between Market and Mission Streets with mid-rise podium elements extending west and south from the tower. A portion of the existing one-time Coca-Cola bottling plant at 1500 Mission Street (Coca Cola building), including its clock tower, would be retained and converted to retail use.

PROJECT LOCATION AND SITE CHARACTERISTICS

The project site consists of two parcels (Assessor’s Block 3506, Lots 002 and 003¹) located on the north side of Mission Street between 11th Street and South Van Ness Avenue, within San Francisco’s South of Market (SoMa) neighborhood, as shown in **Figure 1**. The project site is located within the Downtown Plan area and Market and Octavia Plan area, and is located within the C-3-G (Downtown General Commercial) Use District, the Van Ness and Market Downtown Residential Special Use District, and the 120/320-R-2, 85/250-R-2 and 85-X Height and Bulk Districts. The site is one-half block south of Market Street and approximately four blocks southwest of San Francisco City Hall.

¹ Lots 002 and 003 are also referred to in some property records as Lots 006 and 007, respectively.



SOURCE: ESA, 2015

1500 Mission Street; Case No. 2014-000362ENV

Figure 1
Regional Location

The project site totals 2.5 acres and is generally flat and is a trapezoidal shape with a 464-foot-long frontage along Mission Street, a 255-foot frontage along South Van Ness Avenue, and a 275-foot frontage along 11th Street. The northern boundary of the site stretches for 320 feet abutting an eight-story City office building that fronts onto South Van Ness Avenue and Market Street (One South Van Ness Avenue).

The project site is currently occupied by two existing buildings used by Goodwill Industries: a two-story, 29,000-square-foot building at 1580 Mission Street constructed in 1997 that contains a Goodwill retail store on the ground level and offices above, and an approximately 57,000-square-foot, largely single-story warehouse building at 1500 Mission Street currently used by Goodwill for processing donated items. The warehouse building has a basement parking garage that is currently used for public parking with approximately 90 spaces, with access from a driveway on South Van Ness Avenue. The site also contains approximately 25 surface parking spaces and six surface loading spaces, accessed from Mission Street and 11th Street, respectively. The warehouse building, which features an approximately 85-foot-tall clock tower atop the Mission Street façade, was constructed in 1925 for the White Motor Company and renovated in 1941 for use as a Coca-Cola bottling plant, a use that continued until the 1980s.

The primary entrance to the retail building is at the corner of South Van Ness Avenue and Mission Street. The entrance and primary façade of the warehouse building, along with the clock tower, is at the corner of Mission and 11th Streets. The site contains street trees at the following locations: three street trees along South Van Ness Avenue, eight street trees along Mission Street, and seven street trees along 11th Street.

Both of the existing buildings are Unrated (Category V) buildings under Article 11 of the Planning Code. However, a 2010 historical resources survey found the 1500 Mission Street building appears individually eligible for the California Register of Historical Resources.

PROPOSED PROJECT

The proposed project would demolish the 1580 Mission Street building and a portion of the 1500 Mission Street building on the project site and construct a mixed-use development with two components, as shown in **Figure 2** through **Figure 8**. The first component, the mixed-use residential and retail component, would include a 39-story, 396-foot-tall tower (up to 416 feet to top of the parapet enclosing mechanical equipment) with mid-rise podium elements up to approximately 110 feet tall at the corner of Mission Street and South Van Ness Avenue. The second component, the City office and permit center component, would consist of an 18-story, 264-foot-tall tower (up to 284 feet to top of the parapet enclosing mechanical equipment) on 11th Street between Market and Mission Streets, with mid-rise podium elements up to 137 feet tall extending west and south from the tower. A 40-foot-deep portion of the former Coca-Cola building at 1500 Mission Street would be retained and used for retail space as part of the project; the clock tower would be included in this retention and rehabilitation as would a portion of the façade along 11th street. The remainder of the 1500 Mission Street building and all of the 1580 Mission Street building would be demolished. A publicly accessible, partially glass-roofed concourse (also referred to as the “forum”) totaling approximately 8,650 square feet would separate the residential and retail components from the office development and provide pedestrian connectivity midway through the site from South Van Ness Avenue to 11th Street. **Table 1** presents the proposed project characteristics for both components, which are further described below.

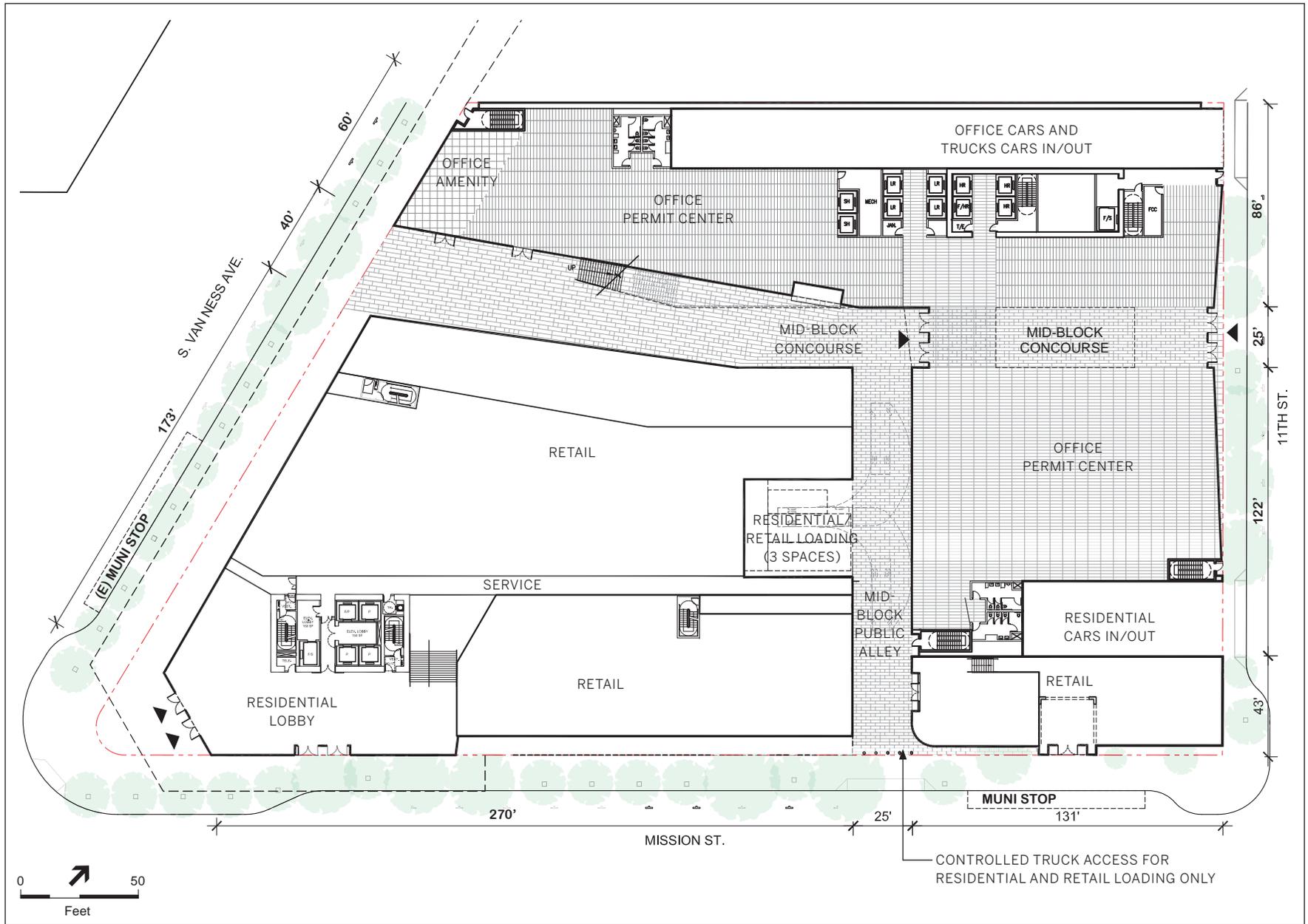
Table 1
Proposed Project Characteristics

Proposed Use	Description	Gross Building Area
RESIDENTIAL/RETAIL	39 stories, 396 feet tall (416 feet to top of parapet)	712,790 sq. ft.
Residential Tower	550 units total. Including 110 affordable units	559,190 sq. ft.
Studios	55 units	-
One-bedroom units	275 units	-
Two-bedroom units	165 units	-
Three-bedroom units	55 units	-
Retail ^a	Ground floor and Level 2	60,000 sq. ft.
Basement Area ^b	Levels 1 and 2	93,600 sq. ft.
Vehicle Parking	275 residential spaces; 24 retail spaces; 4 car share	-
Loading	3 spaces	-
Class 1 Bicycle Parking	260 spaces, 2 showers, 12 lockers	-
Class 2 Bicycle Sidewalk Racks	39 spaces	-
OFFICE AND PERMIT CENTER	18 stories, 264 feet tall (284 feet to top of parapet)	554,950 sq. ft.
Offices	Floors 3 to 18	375,000 sq. ft.
Permit Center	Floors 1 and 2 on 11th Street	87,000 sq. ft.
Basement Area ^b	Levels 1 and 2	84,300 sq. ft.
Concourse/Forum	Level 1	8,650 sq. ft.
Vehicle Parking	80 – 120 spaces; 2 car share	-
Loading	3 spaces	-
Class 1 Bicycle Parking	103 spaces; 4 showers; 24 clothes lockers	-
Class 2 Bicycle Sidewalk Racks	11 spaces	-
OPEN SPACE	Residential, Office and Public Open Space	52,600 sq. ft.
Residential Open Space	Level 2 Courtyard, Podium	26,400 sq. ft.
Office Open Space	Roof Top	12,900 sq. ft.
Public Open Space	Concourse/Forum and alley	13,300 sq. ft.
COMBINED PROJECT	Residential, Retail, Office, Parking	1,267,740 sq. ft.
Total Site Area	Area of parcels at ground level	110,772 sq. ft. (2.5 acres)
Total Vehicle Parking	383-423 spaces; 6 loading	-
Total Class 1 Bike Parking	363 spaces; 6 showers; 36 clothes lockers	-
Total Class 2 Bike Sidewalk Racks	50 spaces	-

^a Includes 5,200 square feet of retail in retained 1500 Mission Street building frontage.

^b Includes ramp to garage and garage circulation space in the basement.

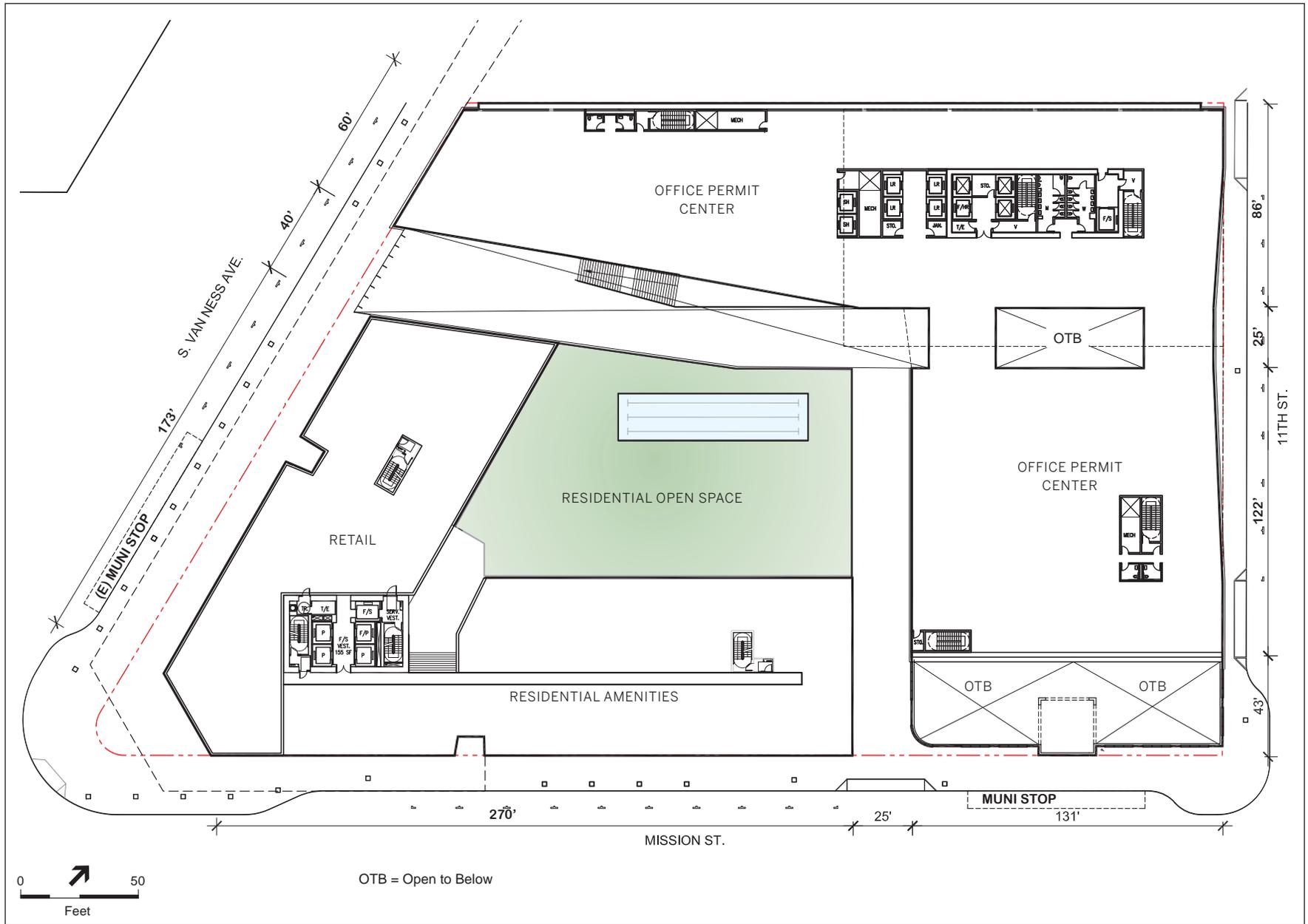
SOURCE: Related California Urban Housing, SOM, April 2015.



SOURCE: Related California; SOM, 2015

1500 Mission Street; Case No. 2014-000362ENV

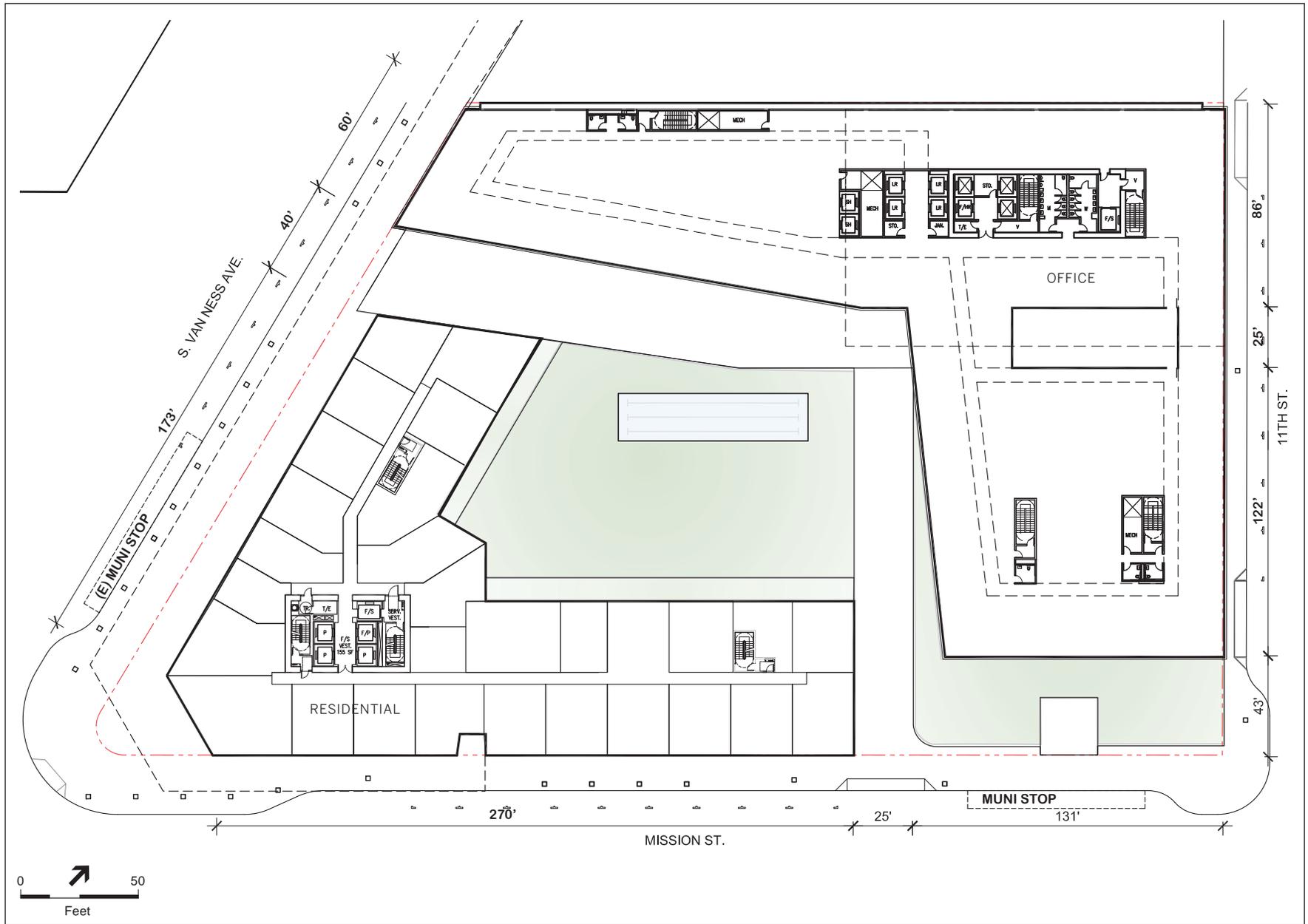
Figure 2
Proposed Ground-Floor Plan



SOURCE: Related California; SOM, 2015

1500 Mission Street; Case No. 2014-000362ENV

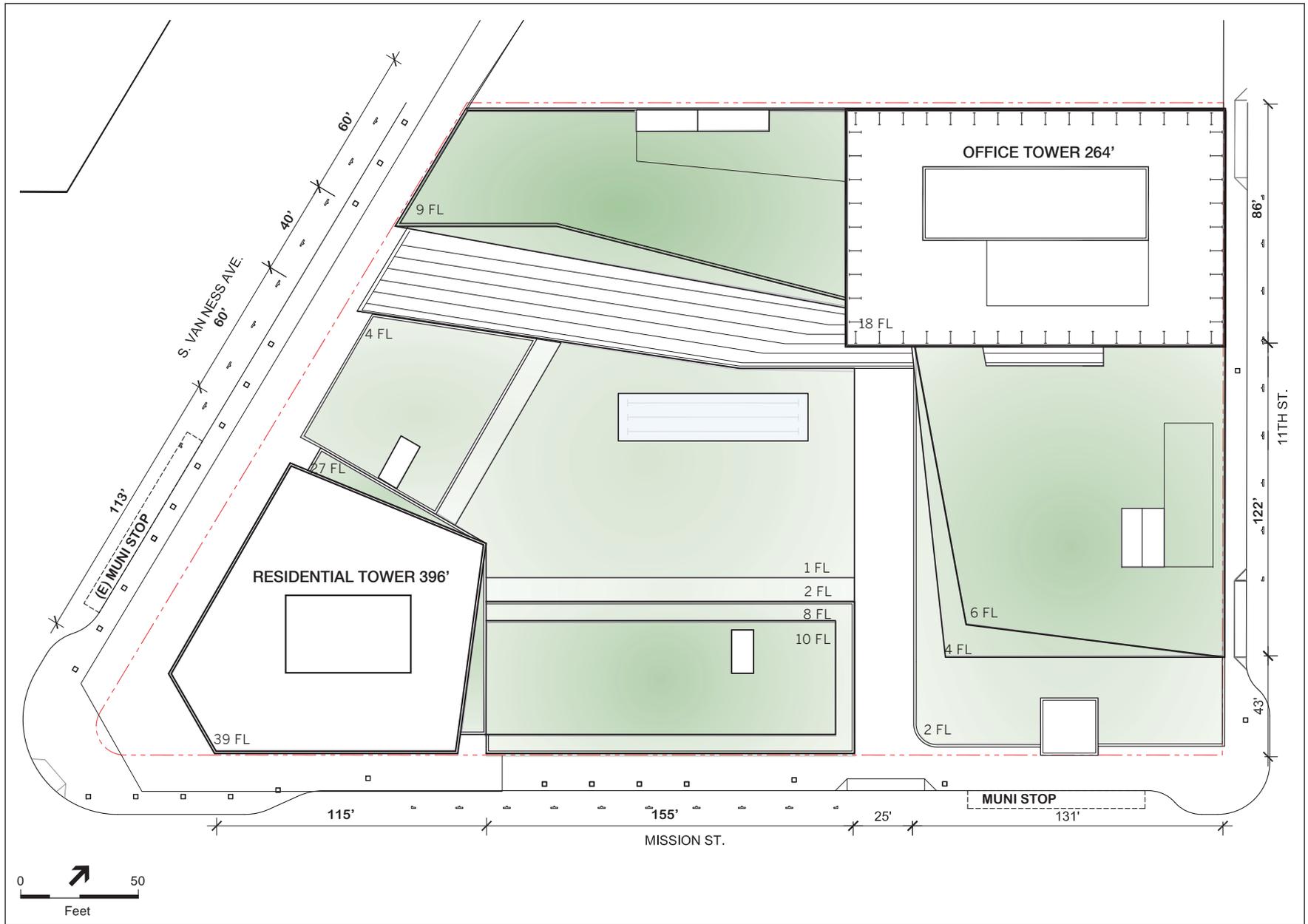
Figure 3
Proposed Floor Plan, Level 2



SOURCE: Related California; SOM, 2015

1500 Mission Street; Case No. 2014-000362ENV

Figure 4
Levels 3-6 Typical Podium Plan

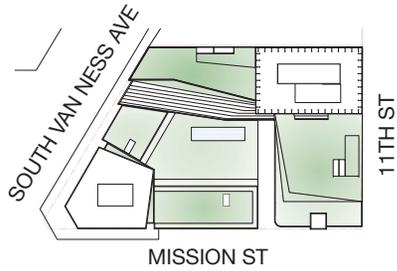


1500 Mission Street; Case No. 2014-000362ENV

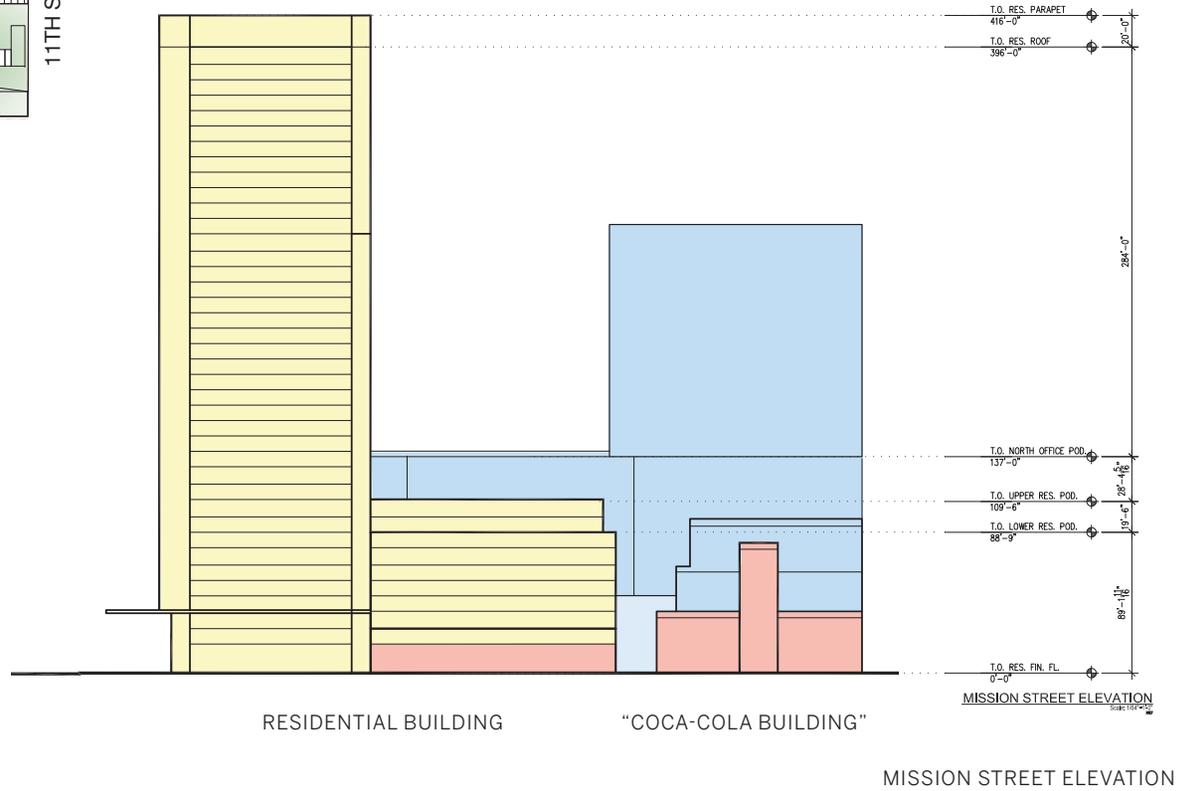
SOURCE: Related California; SOM, 2015

Figure 5
Proposed Roof Plan

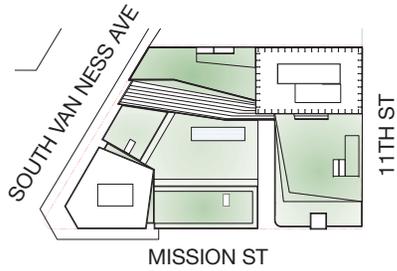
NOTE:
ALL ELEVATIONS ARE MEASURED
FROM PROJECT 0'-0" (TBD)



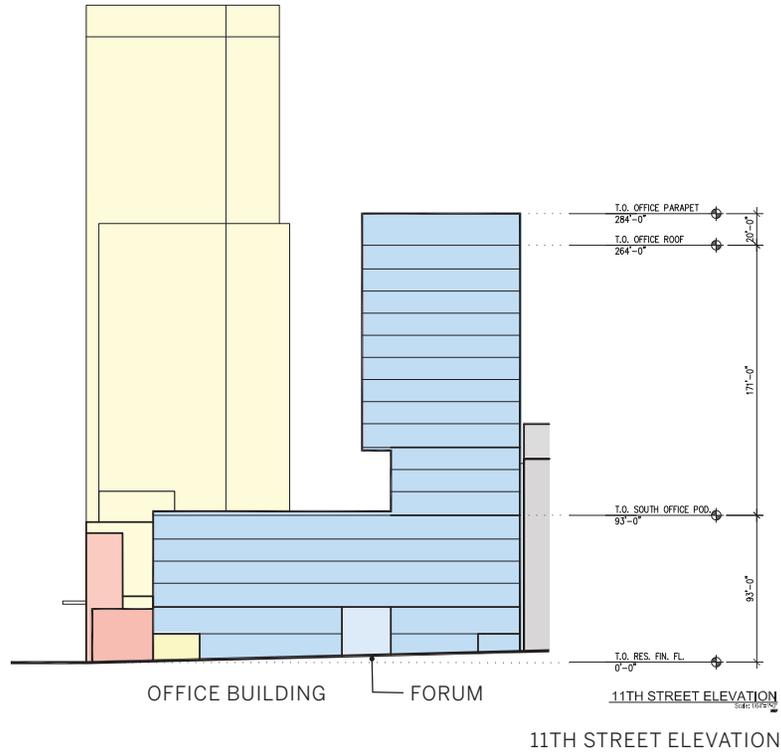
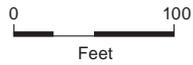
- RESIDENTIAL
- RETAIL
- OFFICE
- FORUM



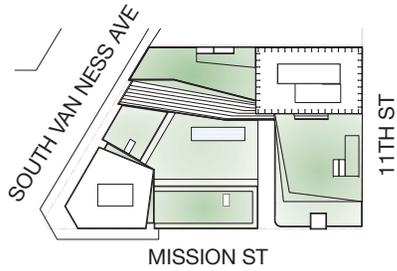
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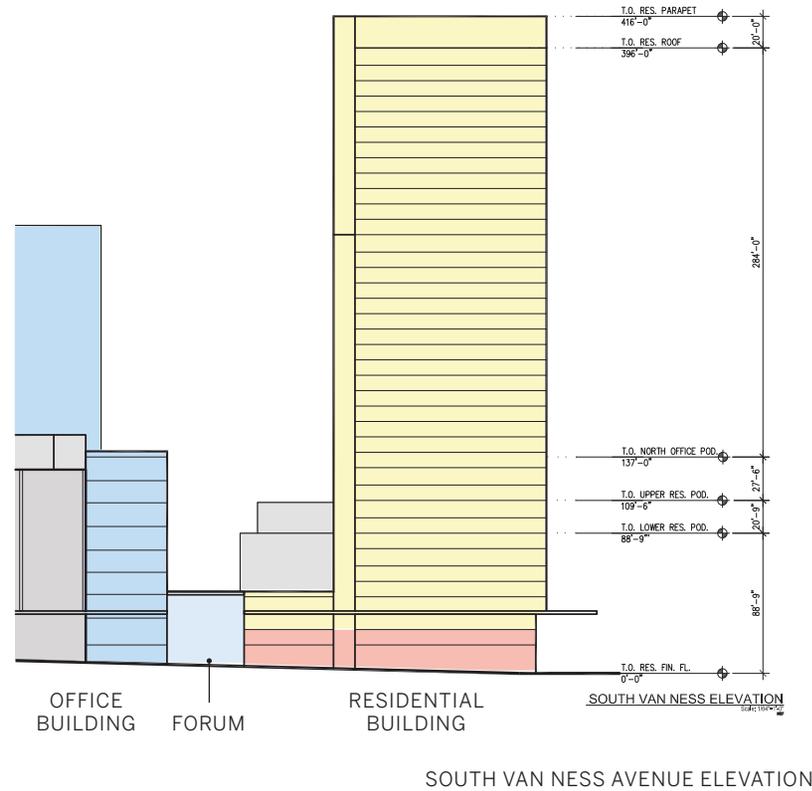
- RESIDENTIAL
- RETAIL
- OFFICE
- FORUM



NOTE:
ALL ELEVATIONS ARE MEASURED
FROM PROJECT 0'-0" (TBD)



- RESIDENTIAL
- RETAIL
- OFFICE
- FORUM



Residential and Retail Component

The proposed residential and retail component, approximately 712,790 total gross square feet (gsf), would contain approximately 559,190 gsf of residential space, 60,000 gsf of retail space, and approximately 26,400 gsf of common residential open space. The residential tower would be 39 stories and 396 feet tall (up to 416 feet tall to top of the parapet enclosing mechanical equipment) at the corner of Mission Street and South Van Ness Avenue, with a 10-story, 110-foot-tall podium wing extending east along Mission Street and a 4-story, 49-foot-tall podium wing extending north along South Van Ness Avenue. The residential component would contain approximately 550 dwelling units and would have its entrance lobby on Mission Street. Twenty percent of the units (approximately 110 dwelling units) would be inclusionary affordable units. Of the approximately 60,000 square feet of ground-floor and second-floor retail space, 5,200 square feet would be provided in a 40-foot-deep portion of the Mission Street frontage of the existing 1500 Mission Street building, which, as noted, would be retained as part of the project. A new north-south alley would provide truck access to a residential and retail freight loading area during certain hours, and pedestrian access would extend via this alley from Mission Street through the site to the mid-block pedestrian forum. The retail space is contemplated to be occupied by a combination of uses, including a grocery store, restaurants, and an athletic club. Vehicle and bicycle parking would be provided in two basement levels totaling approximately 93,600 gsf, with access via a two-way ramp on 11th Street approximately 40 feet north of Mission Street.

Office and Permit Center Component

The proposed office component, approximately 553,900 total gsf, would be occupied by City offices, including a permit center for the Departments of Building Inspection, Planning, and Public Works, and other City departments. The office tower would be developed at the northeast corner of the project site, with podium wings extending south along 11th Street toward Mission Street and west, through the site, to South Van Ness Avenue. The office podiums would be nine stories and 137 feet in height on South Van Ness Avenue and six-stories and 93-feet in height on 11th Street, with the tower rising to 18 stories and 264 feet tall (up to 284 feet tall to top of the parapet enclosing mechanical equipment) on 11th Street. The City's permit center would be located on the 11th Street podium wing just north of Mission Street, adjacent to the preserved portion of the 1500 Mission Street building frontage. The permit center would occupy about 87,000 square feet on the first two floors of the building; with 375,000 square feet of office space on the 16 floors above. Vehicle and bicycle parking for the office component would be provided in two below ground basement levels totaling approximately 84,300 gsf, with access via a two-way ramp at the northeastern corner of the site with access from 11th Street; trucks would use this same driveway to reach a below-grade loading dock. An early child care facility for City employees and others would be located in the office component. Upon completion of the proposed project, the City would relocate staff to the project site from current City offices in the vicinity.

Parking, Loading, and Bicycle Facilities

As noted, parking for both residential and office buildings would be provided below grade, as would off-street freight loading for the office building. Three at-grade, off-street residential/retail freight loading spaces would be accessed via a curb cut on Mission Street leading to the north-south, mid-block alley

connecting Mission Street and the office building forum. Automobile parking for the residential building (approximately 275 residential spaces [0.5 space per unit], 24 retail spaces and 4 car share spaces) would be provided under the residential building in two basement levels accessible from a new curb cut on 11th Street. Between 80 and 120 automobile parking spaces (depending on whether stackers are used) (plus 2 car share spaces) would be provided in two basement levels for the City office building, with access provided via a second new curb cut on 11th Street. Loading for the office building would be accessed from the 11th Street curb cut and three off-street loading spaces would be provided in the basement. In total, the proposed project would provide between 383 and 423 off-street parking spaces.

Bicycle parking and amenities would be provided for the residential units and retail space (approximately 260 Class 1 spaces, 2 showers, and 12 lockers) and office component (103 Class 1 spaces, 4 showers, and 24 clothes lockers) on the first basement level. Sidewalk bike racks would provide approximately 50 Class 2 bicycle parking spaces on Mission Street, South Van Ness Avenue, 11th Street.

Open Space

Together, the podium levels of the two office and residential buildings would surround an approximately 18,000-square-foot, mid-block, second-floor open space courtyard for the use of project residents. Additional residential open space would be provided atop the podium wings of the residential building for a total of 26,400 square feet of residential open space. Up to 12,900 square feet of open space would be available atop the podium wings of the office building for use by City office workers. An approximately 8,650-square-foot partially glass-roofed publicly accessible pedestrian forum would separate the residential and retail component from the office component. An approximately 4,650 square foot alley extending from Mission Street to the forum would provide additional publicly accessible open space.

Landscaping

As part of the proposed project, the 18 existing street trees along South Van Ness Avenue, Mission Street, and 11th Street would be retained or replaced, and at least 39 new trees would be planted along the project sidewalks, and other sidewalk improvements would be made, consistent with the *Better Streets Plan* and in accordance with Planning Code Section 138.1.

Foundation and Excavation

The proposed project would require approximately 129,000 cubic yards of excavation for the building foundation and two basement levels. The project sponsor proposes to install a mat foundation or a drilled-in-place pile foundation to support the proposed buildings. Pile driving may be required as part of the proposed project.

Construction Schedule

Demolition and construction of the proposed project are estimated to take approximately 40 months (about 3.5 years), and are anticipated to commence in fall 2016. The project sponsor proposes to construct both buildings simultaneously.

APPROVALS REQUIRED

The project would require the following approvals:

- Amendments to the Market and Octavia Area Plan of the General Plan (Planning Commission recommendation; Board of Supervisors approval);
- Zoning Map Height and Bulk redesignations (Planning Commission recommendation; Board of Supervisors approval);
- Text amendments to the Planning Code to create a special use district to supersede the site's current Van Ness and Market Downtown Residential Special Use District zoning (Planning Commission recommendation; Board of Supervisors approval);
- A Downtown Project Authorization (Planning Code Section 309) (Planning Commission);
- Ratification of the City's conditional agreement to purchase the office building component (Board of Supervisors);
- Approval of lot merger and resubdivision applications (Department of Public Works); and
- Approval of demolition, grading and building permit applications (Department of Building Inspection).

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. The Planning Department will prepare an initial study (IS) and focused environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project. As required by the California Environmental Quality Act (CEQA), the EIR will further examine those issues identified in the IS to have potentially significant effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to a less-than-significant level. The IS will be published along with the Draft EIR as an appendix. The EIR also will evaluate a No Project Alternative, which will assume no change to the existing conditions on the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

As part of the review process under CEQA, the Planning Department will convene a public scoping meeting at which public comment will be solicited on the issues that will be covered in the EIR. This notice provides a summary description of the proposed project; identifies environmental issues anticipated to be analyzed in the EIR; and provides the time, date, and location of the public scoping meeting (see page 18 for information on the scoping meeting). The comments received during the public scoping process will be considered during preparation of the IS and EIR.

It is anticipated that the EIR will address environmental topics including cultural and paleontological resources, transportation and circulation, wind, and shadow. Environmental impacts related to land use

and land use planning, population and housing, noise, air quality, greenhouse gas emissions, recreation and open space, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources and agricultural and forest resources are anticipated to be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR. The environmental issues to be addressed are described briefly below. The project meets all of the requirements of a transit-oriented infill development project under Senate Bill 743; therefore, aesthetics and parking will not be considered in determining if the project has the potential to result in significant environmental effects. However, visual simulations will be included within the project description of the EIR for reference.

Land Use and Planning

The topic of Land Use and Land Use Planning will describe existing land uses on and near the project site and analyze whether the proposed project would physically divide an established community, result in land use conflicts within the Downtown Plan and Market and Octavia Plan areas and vicinity, or have a substantial impact on the existing character of the vicinity as a result of the proposed project.

Population and Housing

The topic of Population and Housing will include analysis of the proposed project's potential impact related to population, employment and housing, and displacement.

Cultural and Paleontological Resources

The former Coca-Cola Bottling Company building at 1500 Mission Street is considered an historical resource for purposes of CEQA review. The proposed project would demolish the one-story warehouse and basement parking garage portion of this building and preserve the clock tower and 40 foot setback of the building fronting Mission Street for incorporation into the proposed project. Accordingly, the historic significance of the building and the impacts on the resource of the proposed partial demolition of/alteration to the building will be the subject of a Historical Resources Evaluation (HRE) report. The EIR will summarize the results of the HRE, which will be prepared by a qualified consultant and independently evaluated by the Planning Department's Preservation staff. The EIR will describe the historical resources on the project site, and will identify potential impacts on these historic resources. The potential effects on subsurface cultural (archeological) resources and on paleontological resources and human remains also will be analyzed.

Transportation and Circulation

The proposed project would generate new traffic to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and loading demand. A Transportation Impact Study will be prepared for the proposed project in accordance with the Planning Department's *Transportation Guidelines for Environmental Review* (October 2002). The study will include an analysis of specific transportation impacts and mitigation measures associated with the proposed circulation scheme and construction-period impacts. The EIR will summarize the findings of the transportation study. The EIR impact analysis will also analyze transit conditions, pedestrian and bicycle conditions, and freight loading, and will discuss parking conditions for informational purposes. The EIR transportation analysis

will also evaluate cumulative effects of anticipated development, transit, and streetscape improvements in the Market and Octavia Plan area and along Market and Mission Street and South Van Ness Avenue.

Noise

The topic of Noise will include analysis of noise compatibility standards for residential and office land uses, and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be described, and the analysis will evaluate the potential for noise from the project to adversely affect nearby sensitive land uses and for the project to be adversely affected by nearby noise-generating uses.

Air Quality

The topic of Air Quality will include analysis of consistency of the proposed project with applicable air quality plans and standards, the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants (TACs) that may affect sensitive populations, as well as the potential for the project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational air pollutant emissions.

Greenhouse Gas Emissions

The topic of Greenhouse Gas Emissions will include an analysis of the proposed project's consistency with the City's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's greenhouse gas emissions could result in a significant effect on the environment.

Wind and Shadow

The topic Shadow will include an evaluation of the potential for the proposed project to result in shadow impacts on nearby sidewalks, parks and open spaces, including those that are privately owned but publicly accessible, those under the jurisdiction of the Recreation and Park Commission, and those owned by other public agencies. The topic of Wind will evaluate the potential to alter wind in a manner that substantially affects public areas. Wind-tunnel testing will be undertaken to evaluate potential ground-level wind impacts on nearby sidewalks and public spaces.

Recreation

The topic of Recreation will include an analysis of whether the proposed project could adversely affect existing parks and open spaces.

Utilities and Service Systems

The topic of Utilities and Service Systems will include analysis of potable water and wastewater treatment capacity, and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water, wastewater treatment, and/or stormwater drainage facilities, and if so, whether that construction could result in adverse environmental effects.

Public Services

The topic of Public Services will include analysis of whether existing public services (e.g., schools, police and fire protection, etc.) would be adversely affected by the proposed project. The analysis will determine whether project implementation would result in an inability of service providers to maintain adequate levels of service and/or a need for new or expanded facilities.

Biological Resources

The topic of Biological Resources will include analysis of any substantial adverse effect on important biological resources or habitats, such as trees or the movement of any native resident or migratory bird species.

Geology and Soils

The topic of Geology and Soils will include an analysis related to the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property.

Hydrology and Water Quality

The topic of Hydrology and Water Quality will assess the potential for the proposed project to violate water quality standards or waste discharge requirements or result in effects to groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems. Finally, the analysis will consider the potential of the project to place housing within a flood hazard area.

Hazards and Hazardous Materials

This topic will analyze the potential for the proposed project to encounter hazardous material in soils or groundwater, emit or handle hazardous materials, or interfere with an emergency response plan.

Mineral and Energy Resources

The topic of Mineral and Energy Resources will include analysis of potential project impacts on existing mineral and energy resources.

Agricultural and Forest Resources

The topic of Agricultural and Forest Resources will include analysis of potential project impacts on existing agricultural and forest resources.

Other CEQA Issues

The IS and EIR analysis will identify feasible mitigation measures intended to lessen or reduce significant environmental impacts of the proposed project. Pursuant to CEQA and the State CEQA Guidelines, the EIR also will analyze a range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, including, potentially, a Code-Complying Alternative, a Preservation Alternative, and a No Project Alternative, as described in CEQA Guidelines Section 15126.6.

Other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts; significant irreversible impacts; any known controversy associated with environmental effects, mitigation measures, or alternatives; and issues to be resolved by the decision-makers also will be addressed.

FINDING

This project could have a significant effect on the environment and a focused environmental impact report will be prepared. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

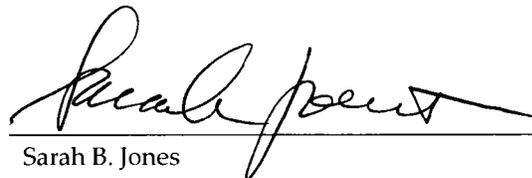
PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, the Planning Department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on Tuesday, June 2, 2015, at 6:00 p.m., in One South Van Ness Avenue, second floor, in the Atrium conference room. Written comments will also be accepted at this meeting and until 5:00 p.m. on Monday, June 15, 2015. Written comments should be sent or emailed to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or sarah.b.jones@sfgov.org and should reference the project title and case number on the front of this notice.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

May 13, 2015
Date


Sarah B. Jones
Environmental Review Officer

From: [CHRISTOPHER PEDERSON](#)
To: [Fordham_Chelsea](#)
Subject: Scope of EIR for 1500-1580 Mission St (2014-000362ENV)
Date: Saturday, May 16, 2015 4:45:42 PM

Dear Ms. Fordham,

Thank you for the opportunity to comment on the scope of the EIR for 1500-1580 Mission. The EIR should evaluate strategies for minimizing the amount of automobile traffic and greenhouse gas emissions associated with the project.

In particular, it should evaluate reducing the amount of parking for both the residential and office components. The 0.5 parking ratio for the residential component of the project will require a CUP because it exceeds the 0.25 parking ratio that applicants may receive by right. The EIR should evaluate alternatives that include no residential parking and that provide parking at a 0.25 ratio.

In addition, providing up to 120 parking spaces for City government offices has the potential to conflict with City policies intended to discourage automobile commuting, especially in C-3 zones. The EIR should evaluate eliminating the office parking component. It should also evaluate mitigation measures to discourage commuter parking, such as requiring parking charges for any office parking to be structured to discourage all-day parking by commuters. This could include a prohibition on free parking and a requirement that parking fees be charged in no greater than hourly increments (i.e., half-day, daily, weekly, monthly, and other longer-term rates should not be allowed). This could also include prohibitions on reserving parking spaces for the use of employees of tenants. It should also evaluate measures to require that, if any parking spaces are leased to tenants, the terms of the leases ensure that any tenants providing subsidized parking to employees would be subject to the California Parking Cash-Out statute (Health & Safety Code section 43845).

Thank you for your consideration of these comments.

Sincerely,

Christopher Pederson



SAN FRANCISCO PLANNING DEPARTMENT

San Francisco Planning Department EIR Public Scoping Meeting Written Comment Form

1500 Mission Street
Case No. 2014-000362ENV

If you wish to submit written comments on the above project, you may do so on this sheet (although use of this form is not required). Please submit written comments in person to Chelsea Fordham at today's public scoping meeting, or by mail to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **All comments must be submitted no later than 5 P.M., June 15, 2015.**

Write your comments regarding the environmental review for the project here. Use the back of the sheet or additional pages if necessary.

PLEASE SEE ATTACHED

Name: Bub Ryan
Organization (if any): LAFAYETTE, MINNA & NATOMA (LMN)
Address: 1025 MINNA STREET, APT 9, SF CA 94103

June 5, 2015

Attn: Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: EIR Public Scoping Comments for Project 1500 -1580 Mission Street, Case No. 2014-000362ENV

Land Use and Planning

- Alterations to the Market and Octavia Area Plan of the General Plan and Zoning Map Height and Bulk re-designations

Background: At the time the Market and Octavia Plan (MO Plan) Amendments were approved by the Planning Commission, the Layette, Minna and Natoma Neighborhood Association (LMN) raised concerns regarding the proposed plan changes and impacts to the LMN neighborhood. The LMN area is directly south and adjacent to the proposed project area, and designated a Residential Enclave as part of the Western SOMA planning. During public hearings for the MO Plan the LMN raised concerns that the new permitted height at the corner of South Van Ness and Mission, 250 feet, did not provide for a smooth transition to the fine grain nature of the LMN neighborhood, which is comprised of two story 35 to 45 foot residential buildings.

Now, the project proponents are requesting to increase the height of the residential tower to 400 feet. The project, even with the proposed podium setback heights of 88 feet (first podium) and 109 feet (second podium), does not provide an adequate transition between a 400 foot tower and adjacent land use to south. There are no other locations in the city that have such an abrupt transitions between height districts, please check this observation (the only possible example is the Fillmore Center with 18 stories, but the proposed project has 39 stories).

Further, because the LMN area was part of the Western SOMA plan area and not the MO Plan area there was little or no relational thinking about how the edges of the two plans mesh, and this directly impacts the existing character of the LMN and the Western SOMA vicinity. While LMN supports the additional housing the project there should be a means to spread the housing density within the project site area and bring down the 400 foot height.

Transportation and Circulation (Noise and Air Quality)

The combined project will have 383-423 parking spaces. The LMN Residential Enclave is served by narrow streets (one lane and limited supply of curb parking). Given the net new on-site population added by the project together with limited onsite parking supply, a traffic study of the impact on our streets due to new residents and visitors to the city office portion of the project should be conducted.

Also the cumulative impact due to other new Mission Street developments (as well as the renovation and reuse of 1563 Mission Street) potentially add impact, in particular the circling of drivers searching for street parking. This contributes to additional congestion, air quality and vehicle noise impacts which directly impacts residents living in the LMN area. Not every new resident of the proposed project will have a parking space and visitors to city offices who drive may not have access to parking. In these instances drivers come into LMN looking for street parking, which is very limited, and they circle endlessly hoping spaces will become available.

Wind and Shadow

While there are no public open space or parks in the LMN area there are private open spaces in the form of permitted and designed roof top decks and patios. Because Western SOMA has limited open space and parks residents do frequent these private areas as well as the sidewalks to enjoy the sun. What would be the impacts to roof decks and patios? How will the 400 foot residential tower's afternoon summer shadow impact these private open space areas?

Wind is a significant issue which needs to be studied. How will the project affect street level winds along South Van Ness and Mission streets? Will the 400 foot tower accelerate street level winds as is the case with the 100 Van Ness building? What are the impacts to the broader area and the LMN area? This impact area is potentially significant and can directly impact the elderly and disabled as they walk along these streets, as well as people waiting for buses at the street.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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OAKLAND, CA 94623-0660

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FAX (510) 286-5559

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SF101201

SF-101-PM 5.07

SCH# 2015052040

Ms. Chelsea Fordham
Planning Division
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

1500-1508 Mission Street Project – Notice of Preparation

Dear Ms. Fordham:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The comments below are based on the Notice of Preparation. Additional comments may be forthcoming.

Project Understanding

The proposed infill project, located in the Van Ness and Market Downtown Residential Special Use District, would demolish two existing buildings and parking/loading facilities and construct a mixed-use development with two components. The proposed 39-story residential and retail component would contain approximately 559,190 gross square feet (gsf) of residential space for 550 dwelling units, 60,000 gsf of retail space, and approximately 26,400 gsf of common residential open space. The proposed 18-story office component would be occupied by City offices and include 87,000 gsf for a City permit center with 375,000 gsf of office space in the floors above. In total, the combined project residential, retail, office, and parking is approximately 1,267,740 gsf. The combined project would provide 383-423 vehicle and 363 long-term bicycle parking spaces, 6 showers, and 36 clothes lockers in two basement level floors. Sidewalk bike racks would also provide 50 short-term bicycle parking spaces. Freight loading is provided in the basement and a proposed new alley via Mission Street.

The project site is located on Mission Street between 11th Street and South Van Ness Avenue. Van Ness Avenue is designated as State Route 101 (U.S. 101), under Caltrans jurisdiction. Located along City designated Transit Preferential Streets, the project is well connected to the

Ms. Chelsea Fordham, City and County of San Francisco
June 11, 2015
Page 2

City's multi-modal transportation network.

Caltrans commends the City on the proposed Transportation Demand Management (TDM) measures, including car-share spaces and bicycle amenities.

Please be advised that proposed transportation improvements and construction schedule should reflect several on-going City projects and initiatives, including the Van Ness Avenue Bus Rapid Transit Project, that propose changes to U.S. 101 and Mission Street.

Mitigation Responsibility

As the lead agency, the City and County of San Francisco (City) is responsible for all project mitigation. The project's fair share contribution, financing, scheduling, implementation responsibilities associated with planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Traffic Impact Study

Caltrans requests the Traffic Impact Study, as cited in the Notice of Preparation, should provide a thorough analysis of multi-modal travel demand generated by the proposed development and the vehicle miles traveled (VMT) reductions that could be achieved through its infill site-design and the various TDM mitigation measures that it incorporates. Early collaboration, such as submitting the traffic study prior to the environmental document, leads to better outcomes for all stakeholders. We are in the process of updating our *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for consistency with SB 743, but meanwhile recommend using the Caltrans TIS Guide for determining which scenarios and methodologies to use in the analysis, available at: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

The Traffic Impact Study should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components on State ROW should be clearly identified. Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.

2. Project-related trip generation, distribution, and assignment including per capita use of transit, rideshare or active transportation modes and VMT reduction factors. An assessment of 2035 Cumulative and 2035 Cumulative Plus Project conditions per the City's *Transportation Guidelines for Environmental Review* (October 2002). Potential safety issues for all road users should be identified and fully mitigated. Project-related queuing impacts should be analyzed on the Mission Street and Octavia Street U.S. 101 off-ramps. The assumptions and methodologies used to develop this information should be detailed in the study, utilize the latest place-based research, and be supported with appropriate documentation.
3. Schematic illustration of walking, biking and auto conditions at State facilities and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for AM and PM peak periods.
4. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

Transportation Impact Fees

Please identify any transportation impact fees to be used for project mitigation. Mitigation may include fair share contributions to the regional fee program as applicable and should support the use of transit and active transportation modes. Please clarify if this project will be subject to the anticipated Transportation Sustainability Fee Program. Caltrans encourages the City to ensure sufficient allocation of contributions toward regional transit improvements in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce VMT and to increase non-auto mode shares.

Should you have any questions regarding this letter or require additional information, please contact Sherie George at (510) 286-5535 or by email at: sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



June 15, 2015

Submitted by email

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA
sarah.jones@sfgov.org

RE: 1500-1580 Mission Street

Dear Ms. Jones,

On behalf of San Francisco Heritage (Heritage), thank you for the opportunity to comment on the Notice of Preparation for the proposed project at 1500 Mission Street, the site of the old Coca-Cola Bottling Works (now Goodwill). On March 17, representatives of the City of San Francisco, SOM, and Related California Urban Housing provided a detailed overview of the project and various design options to Heritage's Issues Committee. We appreciate the project team's efforts to initiate a dialogue with Heritage early in the environmental review process.

The proposed project would demolish one non-historic building and incorporate a small portion of the Old Coca-Cola Bottling Plant into a mixed-use development that includes a high-rise residential tower and offices for the San Francisco Departments of Building Inspection, Planning, and Public Works. The front forty feet of the Old Coca-Cola Bottling Plant along Mission Street, including its clock tower, would be retained and converted to retail use.

Historic Significance of the Old Coca-Cola Bottling Plant

Built in 1925, 1500 Mission is a one-story reinforced concrete industrial building originally designed in the Classical Revival style; the building was enlarged and altered in 1941 in the Streamline Moderne style. The most recent historic evaluation of the property was conducted in 2010 by architectural historian William Kostura, who found the building significant for its 1941 design and ranked it among the eleven best Moderne-style buildings in San Francisco:

The building as it was added to and remodeled in 1941 remains essentially unchanged since that date. For that period (1941) this

building retains integrity of location, design, materials, workmanship, setting, feeling, and association.¹

Kostura identifies the following character-defining features: the building's height and width along Mission and 11th Streets, the clock tower, stucco surface, belt courses along the base, etched speed lines along the top, and the steel-and-glass doors and transom. In addition, he notes the building's large, open interior with skylights supported by steel trusses.

Although Kostura's 2010 evaluation found the building eligible for the California Register, we understand from the project team that previous evaluations reached the opposite conclusion due to the loss of historical integrity since its original construction in 1925. Heritage believes that more research is needed to establish the period of significance and enable a definitive determination of the building's potential eligibility as a historical resource under CEQA. This analysis will inform the appropriate preservation treatment, and the degree of flexibility allowed, for the building's redevelopment.

Façade Retention as Mitigation for Demolition of Historic Resources

The proposed project would retain the façade of the Old Coca-Cola Bottling Plant to a depth of approximately forty feet. Amid San Francisco's ongoing development boom, façade retention is increasingly being approved as mitigation for projects that would otherwise fully demolish eligible historic resources (i.e., 1634-1690 Pine Street Project/The Rockwell). Façade retention alone is preferable to wholesale demolition only when it can be demonstrated that it may improve the overall design of the project. Façade retention or "facadism" is considered demolition of a historical resource under CEQA and is generally inconsistent with the *Secretary of the Interior's Standards*. As such, Heritage agrees with the NOP's conclusion that the proposed project would result in a significant adverse impact on historic resources.

The proposed use of what would remain of the former Coca-Cola Bottling Plant — as the main entrance to and "the face" of the Planning Department — gives this project heightened symbolic importance. Heritage is concerned that, if façade retention is adopted as the preferred solution for the Departments of Planning, Building Inspection, and Public Works, the City's credibility to curb this practice in other projects involving historic resources will be compromised.

Recommended Alternatives for Evaluation in the EIR

Assuming the building is an eligible historic resource, Heritage would like to see consideration of at least one bona fide preservation alternative in the EIR that attempts to meet most of the project objectives while retaining the Old Coca-Cola

¹ Kostura, William. DPR Form for 1500 Mission Street.

Bottling Plant's eligibility as a historical resource. In this alternative, the program space for the project should be reallocated around the site to maximize retention of identified character-defining features, including an increased setback behind the historic clock tower, retention of the full length of the 11th Street façade, and/or adaptive reuse of a portion of the current warehouse space.

Thank you again for the opportunity to comment on the Notice of Preparation for the 1500 Mission Street project. Should you have questions or concerns, please do not hesitate to contact Desiree Smith, preservation project manager, at dsmith@sfheritage.org or 415/441-3000 x11.

Sincerely,

A handwritten signature in blue ink that reads "Mike Buhler". The signature is fluid and cursive, with the first name "Mike" and last name "Buhler" clearly legible.

Mike Buhler
Executive Director

cc: Steve Vettel, Esq., Farella Braun + Martel LLP



SAN FRANCISCO PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

EIR Public Scoping Meeting Sign-In Sheet 1500 Mission Street Case No. 2014-000362ENV June 2, 2015

PRINT NAME	ADDRESS	TELEPHONE	E-MAIL	I Prefer:
1. Kaye Griffin	1047 Minna 94103	(415) 724-1953	kaye@yak.net	MAIL <input checked="" type="checkbox"/> E-MAIL <input checked="" type="checkbox"/> Check One or Both
2. LMNOP	2261 Market 94114		lmnop@yak.net	MAIL <input checked="" type="checkbox"/> E-MAIL <input checked="" type="checkbox"/> Check One or Both
3. EUGENE FLANNERY	MOTCO 1 S.U.N. 5TH FLOOR	415 701 5598	Eugene.Flannery@SFGov.org	MAIL <input type="checkbox"/> E-MAIL <input checked="" type="checkbox"/> Check One or Both
4. Bob Ryan	1025 MINNA Apt 9 SFCA 94103			MAIL <input checked="" type="checkbox"/> E-MAIL <input type="checkbox"/> Check One or Both
5. John Updike	SF Real Estate	415 554 9850	john.updike@sfgov.org	MAIL <input type="checkbox"/> E-MAIL <input checked="" type="checkbox"/> Check One or Both
6. Sue Hester	870 Market Street, Suite 1128 San Francisco, CA 94102	(415) 362-2778	hester@earthlink.net	MAIL <input checked="" type="checkbox"/> E-MAIL <input type="checkbox"/> Check One or Both
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PUBLIC SCOPING MEETING

FOR

1500 MISSION STREET PROJECT

June 2, 2015 - 6:00 o'clock p.m.

One South Van Ness Avenue, Second Floor

Atrium Conference Room

San Francisco, California

REPORTED BY: DEBORAH FUQUA, CSR #12948

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A P P E A R A N C E S

SAN FRANCISCO PLANNING DEPARTMENT STAFF:

Chelsea Fordham

Rick Cooper

CITY OF SAN FRANCISCO REAL ESTATE DIVISION:

Josh Keene

RELATED/GOODWILL SF URBAN DEVELOPMENT, LLC
(Project Sponsor)

Matthew Witte

ENVIRONMENTAL SCIENCES ASSOCIATES
(CEQA consultants)

Karl Heisler

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I N D E X
P U B L I C C O M M E N T

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Bob Ryan.....	13
Sue Hester.....	16
Unidentified Speaker.....	19

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1 Tuesday, June 2, 2015 6:07 o'clock a.m.

2 ---o0o---

3 P R O C E E D I N G S

4 CHELSEA FORDHAM: Okay. I think we're going to
5 getting started. And if anybody can't hear, there's
6 plenty of seats up at the front. And anybody else that
7 comes in is welcome to join in later.

8 So good evening, and thank you for coming.
9 And welcome to tonight's public scoping meeting for the
10 1500 Mission Street Project.

11 Can everybody hear me? My name is Chelsea
12 Fordham. I work for the Environmental Planning
13 Division of the Planning Department. And I'm
14 responsible for coordinating the Department's
15 preparation of an environmental impact report or EIR
16 for the proposed project.

17 With me this evening is Rick Cooper, also from
18 Environmental Planning Division of the Planning
19 Department.

20 The project sponsor team is also here, Matt
21 Witte of Related/Goodwill SF Urban Development, LLC.
22 Also with us are representatives of the City of San
23 Francisco Real Estate Division, including Josh Keene,
24 project manager, who is working alongside the project
25 sponsor to develop the office building component of the

1 project.

2 Lastly, we are also joined by Karl Heisler of
3 ESA Associates for the -- who is a CEQA consultant for
4 the project.

5 A couple of housekeeping items before I
6 continue.

7 As you come in, hopefully you've signed in at
8 the sign-in sheet at the back. And if you haven't done
9 so, please do so before you leave.

10 Restrooms are located out by the elevator.
11 And there is a code, so if anybody needs to use them,
12 please let me know. Also, we request that you kindly
13 turn off your ringers on your cell phone. If you need
14 to use your phone, please step outside to do so.

15 If you'd like to speak during the comment
16 portion of the meeting, please complete a speaker card.
17 And Karl has extra cards if you'd like to speak.

18 Later, during the public comment portion of
19 the meeting, I will call off your name for you to come
20 up and speak. Another item that you may wish to pick
21 up is a comment form on which you can write comments,
22 regardless of whether or not you are speaking. You may
23 place your written comments in the box at the back
24 there, before your departure this evening.

25 And now I'd like to take a minute to discuss

1 the purpose of tonight's meeting.

2 This EIR process, required by the California
3 Environmental Quality Act, or CEQA, is a public one.

4 The main reason for this scoping meeting
5 tonight is to solicit your comments or suggestions
6 concerning the scope and content of the EIR. This is
7 your opportunity to assist the Planning Department by
8 sharing any information you may have that will be
9 useful in preparation of the EIR.

10 Your comments could help identify significant
11 environmental issues, determine the depth of analysis
12 appropriate to each issue, or identify reasonable
13 project alternatives. This is not a meeting about the
14 merits of the proposed project or about project
15 approval, nor is it a question-and-answer session,
16 although questions may be asked for points of
17 clarification.

18 This is an opportunity for us to collect
19 information for use by our EIR team that will develop
20 the CEQA documents. I'm also happy to respond to any
21 of your questions after the meeting.

22 And quickly, the proposed project, 1500
23 Mission Street Project, is presented in detail in the
24 Notice of Preparation that was published May 13th,
25 2015. There's also copies on the back table back

1 there, if you'd like to receive one. However, I will
2 provide a brief overview of the project.

3 The proposed project is a mixed-use project
4 proposed by Related, the project sponsor. The project
5 sponsor proposes to demolish one existing building and
6 a portion of another existing building on the project
7 site at 1500 and 1580 Mission Street between 11th
8 Street and South Van Ness Avenue and construct a
9 mixed-use development with an office component and a
10 residential-retail component.

11 The project site totals 2.5 acres and is
12 currently occupied by two existing buildings used by
13 Goodwill Industries: a two-story, 30,000-square-foot
14 retail building at 1580 Mission Street and a
15 60,000-square-foot, one-story warehouse building at
16 1500 Mission Street. The site also contains
17 approximately 115 parking spaces and six surface
18 loading spaces.

19 The building at 1500 Mission Street, a.k.a.
20 the Coca-Cola Building, which features an approximately
21 85-foot clock tower atop the Mission Street facade, is
22 a known historic resource.

23 The residential component would include a
24 39-story, 396-foot-tall tower with mid-rise podium
25 elements at the corner of Mission Street and

1 South Van Ness Avenue.

2 The office and permit center development
3 component would be occupied by several City and County
4 of San Francisco departments and include an 18-story,
5 260-foot-tall tower on 11th Street between Market and
6 Mission streets with mid-rise podium elements extending
7 west and south from the tower. A portion of the
8 existing 1500 Mission Street building, including its
9 clock tower would be retained and converted to retail
10 use.

11 The remainder of the 1500 Mission Street
12 building and all of 1580 Mission Street would be
13 demolished. A publicly accessible concourse would
14 separate the two components and would provide
15 pedestrian connectivity midway through the site from
16 South Van Ness Avenue to 11th Street.

17 The proposed residential and retail components
18 would total approximately 700,000 gross square feet,
19 including 550,000 gross square feet of residential
20 space and 550 dwelling units, 60,000 gross square feet
21 of retail space and approximately 25,000 square feet of
22 common residential open space.

23 The proposed office component, totaling
24 approximately 550,000 gross square feet, would be
25 occupied by City government offices, including a

1 90,000-square-foot permit center for use by Department
2 of Building Inspection, Planning, Public Works and
3 other City departments.

4 Parking for both the residential and office
5 buildings would be provided below grade, as would
6 off-street loading for the office building. In total,
7 the proposed project would provide up to 423 off-street
8 parking spaces.

9 Now I'd like to briefly explain to you the
10 process we'll be following for the preparation of the
11 EIR. The basic purpose of CEQA is to provide for
12 informed decision making about the environmental
13 consequences of the project.

14 The first step of the EIR process was the
15 issuance of a notice of preparation of an environmental
16 impact report and notice of public scoping meeting on
17 May 13th to solicit participation in determining the
18 scope of the EIR from agencies and the public.

19 It included a brief description of the
20 proposed project and indicated how to provide comments
21 on the scope of the EIR. The notice indicated that
22 written comments maybe submitted until Monday, June
23 15th, at 5:00 p.m.

24 Over the next several months, the Planning
25 Department will prepare a Draft EIR and initial

1 study -- i.e., DEIR and IS -- which will be published
2 and distributed for public review and for a period of
3 about 45 days. The initial study will be published
4 along with the Draft EIR as an appendix.

5 Comments on the Draft EIR and IS will be
6 accepted in writing and orally at the Planning
7 Commission public hearing, which will be held about a
8 month after publication of the Draft EIR. At this
9 time, we anticipate publishing the Draft EIR in winter
10 2015.

11 Following the close of the Draft EIR comment
12 period, the Planning Department will prepare a response
13 to comments document. This document will contain
14 written responses to all substantive comments received
15 during the Draft EIR review period. It will also
16 identify any changes to the Draft EIR as necessary to
17 fully respond to comments received.

18 The response to comments document will be
19 distributed to those who commented on the Draft EIR and
20 other interested parties. About two weeks after the
21 publication of the response to comments document, the
22 Planning Commission will hold a hearing where it will
23 be asked to certify the Final EIR, which will consist
24 of the Draft EIR together with the response to comments
25 document.

1 Certification of the EIR would not mean the
2 project's approved or disapproved; rather, it would
3 only certify the CEQA environmental review requirements
4 for the proposed project. Project approval or
5 disapproval is a separate consideration from
6 certification of the Final EIR.

7 This DEIR and IS will cover the following CEQA
8 environmental topics: land use, population and
9 housing, cultural resources, transportation and
10 circulation, noise, air quality, greenhouse gas
11 emissions, wind and shadow, recreation, utilities and
12 public services, biological resources, geology and
13 soil, hydrology and water quality, minerals and energy
14 resources, hazards and hazardous materials, and
15 agriculture and forest resources.

16 The EIR will identify feasible measures to
17 avoid or substantially reduce the project's significant
18 environmental effects. These are called mitigation
19 measures.

20 The EIR will also consider whether there are
21 alternatives that would avoid or substantially lessen
22 any of the significant environmental impacts of the
23 project while still generally attaining the objectives
24 of the proposed project.

25 So as this point in the process, we are ready

1 to open the meeting for public comment.

2 This evening there may be a number of
3 contrasting viewpoints and values that may be shared.
4 Therefore, I would like to ask for your consideration
5 from each speaker and audience to refrain from any
6 interruptions.

7 Speakers will be limited to three minutes.
8 Some of you may have significantly more information to
9 share than three minutes will allow, so please consider
10 your verbal comments as a summary of your principal
11 points of view, and you may supplement those with
12 written comments. Please submit them to me by
13 5:00 p.m. on June 15th to the address listed on the
14 agenda.

15 We also have a court reporter here who will
16 prepare a transcript of tonight's proceedings.

17 When you come to the microphone, please state
18 your name and address and speak slowly and clearly so
19 the court reporter can make an accurate transcript.

20 If you are representing an organization,
21 please indicate the group and your official capacity.
22 You may be asked to spell your name for the benefit of
23 the court reporter.

24 And I'd like to emphasize again that the
25 purpose of this process is to gather information to

1 help inform our analysis of the project's environmental
2 impacts, and it's not to discuss the merits of the
3 project. As such, I'm going to ask that you direct
4 your remarks on the scope of the EIR. And now it's
5 time to hear from our speakers.

6 Bob Ryan? And it would be great if you could
7 come up to the microphone here as well.

8 BOB RYAN: Oh, I can talk loud enough I think.

9 THE REPORTER: Please, I would really like to be
10 able to hear you.

11 CHELSEA FORDHAM: Do you mind coming up here for
12 the court reporter?

13 BOB RYAN: How about if I stand next to you.

14 How many of you are with the consultants? I'm
15 just curious so I know who's in the crowd.

16 (No response)

17 BOB RYAN: You? No consultants here? You look
18 like consultants. Attorneys?

19 UNIDENTIFIED SPEAKER: Sponsor.

20 BOB RYAN: Sponsor. Okay. How about -- so who is
21 from the community? I see Kay. So it's just Kay and
22 me. Okay. I just wanted to get a feel.

23 So in November of 2006, when the Planning
24 Commission was reviewing the Market-Octavia Plan, the
25 height proposals for the sites that we -- that you are

1 proposing today, the site, were, I think, 250 -- what
2 was the height at the time? Does anybody know?

3 CHELSEA FORDHAM: We can clarify that after your
4 comments.

5 BOB RYAN: Okay. So at the time, there were about
6 150, 200 people that lived in Lafayette-Minna
7 residential area. And at the time, these were some of
8 the comments.

9 And I just want to say, first and foremost,
10 the community supported the housing proposals in the
11 Market-Octavia Plan. However, at the time, we wanted
12 to be clear that the tower heights, which were lower
13 than are currently being proposed, didn't really
14 provide a transition between, at the time, 120- and
15 230-foot towers on that site and the neighborhood
16 that's about, I'd say, 50 feet away, where the
17 residential buildings in neighborhood are 45 feet.
18 There's no feathering to it.

19 And I understand you have a podium and all
20 that, but that's still a concern. And the Planning
21 Commissioners at the time said, "When a project comes
22 forward, we are going to consider it."

23 So I'm -- one of the scoping issues is the
24 fact you're increasing the heights of the towers from
25 what was originally in the plan. And I plan personally

1 to go to Planning Commission and mention that again and
2 see how they're going to respond based on what they
3 said on November 2nd, 2006, that they would consider
4 neighborhood concerns when a project came forward.

5 Other portions of the scope that I think need
6 to be evaluated -- and I looked at -- I don't know if
7 it's a draft; there was no number assigned to it yet,
8 the scoping statement. Anything to having do with
9 wind, shadows -- even though we don't have any parks in
10 our area, there's plenty of people that live there. So
11 any shadowing effects would, I think, need to be
12 considered -- I don't think they're insignificant --
13 and traffic.

14 There are 150 parking spaces proposed. I know
15 the City is going for transit first. Having said that,
16 one of the comments we've made in here is that there
17 are going to be endless cars circling our neighborhood
18 looking for -- hunting for spaces. There are no spaces
19 in our neighborhood, but that won't stop people from
20 coming and looking for spaces. That is a potential
21 impact and the air quality issues related to that.

22 So height, transitioning from that site to
23 where Lafayette-Minna-Natoma is; wind created by those
24 tall towers -- look no further than 100 Van Ness
25 Avenue, the old AAA building. It's a hurricane up

1 there -- that's an issue you're going to have to look
2 at; cars generated, traffic generated by the project, I
3 don't think those should be a negative. They should be
4 looked at.

5 And I'll also submit comments in writing to
6 you. Thank you very much.

7 And good luck with your project. It's a good
8 project.

9 CHELSEA FORDHAM: Okay. Sue Hester? Can you come
10 up to the podium, too, so the court reporter can hear
11 you.

12 SUE HESTER: I recognize a couple people. I've
13 been involved in this general area probably 25 years.
14 I was just nearly blown over walking here. This is
15 issue one.

16 The Planning Department has old files that
17 they may have lost on the analysis that was done by the
18 Planning Department for the Redevelopment Agency when
19 the Redevelopment Agency planned to give the site for
20 zero dollars to the federal government at 10th and
21 Market.

22 And the GSA turned it down because it was too
23 expensive because there would be accidents and deaths
24 and it violated federal GSA policies. They intended to
25 have a Social Security office in the building, and

1 they're really sensitive to handicapped people
2 accessing that building. But general pedestrians know
3 this problem.

4 The problem is the Hayes Street hill. Anyone
5 who does any project in this general area needs to be
6 building on the capacity of the Planning Department to
7 do dynamic analysis of winds because the projects keep
8 coming and, as they come, they should to have pay a
9 whopping fee for the next round of environmental
10 analysis on winds, winds and transportation, winds
11 especially.

12 And that is the, pardon me, City's
13 responsibility on the building on Mission Street.

14 So number one, go back and pull up every
15 single wind study that has been done. I know of the
16 one from the federal building because I triggered it.
17 And people really were sobered when the federal
18 government said, "We can't even take it for nothing,"
19 so they moved down to the Greyhound Bus site.

20 So there's a wealth of data, in theory, in the
21 Planning Department. In reality, if it's hidden, you
22 must find it.

23 Secondarily, there's been repeated analyses of
24 transportation issues. At one point it was not the
25 Van Ness BRT; it was Van Ness-Mission BRT.

1 So when it was changed about four years ago in
2 the midst of CPMC to be truncated at Van Ness Avenue,
3 it deprived residents of the Mission for BRT that goes
4 around the corner and down Mission Street, which is a
5 major choke point for low -- not so much low-income
6 people anymore because it's not low-income in the
7 Mission. But traditionally, the people along the 14
8 corridor have been lower income than Pacific Heights or
9 the Richmond.

10 So the idea that was floated by
11 Hayes Valley -- I don't know if that guy was from Hayes
12 Valley -- about really heavily restricted parking and
13 cars has to be followed up.

14 So the two big issues are winds and traffic.
15 Traffic is parking. We probably should be approving
16 projects that have no parking at all and give humongous
17 contributions to transit.

18 So I'm going to submit written comments, but
19 I'm obsessive on winds and traffic. And Hayes Valley
20 kind of showed the way by saying no parking at all.

21 Thank you.

22 And all of you developers, you got my pitch.
23 I will do the same thing for your project too.

24 CHELSEA FORDHAM: Would anybody else like to speak
25 tonight? Do you want to come up here, or would you

1 like to bring --

2 UNIDENTIFIED SPEAKER: Yes, yes. So far, I can
3 stand up. Not much longer.

4 Well, I'm unprepared, but I should put in my
5 two cents' worth. I live in the enclave Mr. Ryan spoke
6 of earlier. And, yeah, it's a real exercise in
7 incredibly bad planning. One of the most interesting
8 things that happens is the GPS maps have decided that
9 Minna Street is a shortcut to the freeway.

10 So I get a cab, and it's just an endless --
11 cars just coming after, honk, honk, honk. Whoever
12 allowed the planning, the road is now so narrow,
13 there's only one lane throughout the little streets
14 that cut through the block. It's pretty crazy, so.

15 The wind is bad. There's -- there is just
16 some real non-thinking. There's a number of -- there's
17 ten lofts that went in in the last -- at least 10;
18 maybe it's 15 -- in the last 10 years went in on this
19 block. And there's like a three-story one that goes
20 whumpf, down to these very charming one-story cottages
21 that changed the weather. They had to change all the
22 plants around there. So it's really a...

23 And I also think that it should be required
24 that there be postings on the street because my -- my
25 demographics, while it was there, it's -- a lot of

1 it's -- I sort of had the renters, and Bob had the
2 Interneters. And there's still a huge number of people
3 that don't have Internet. And now we don't have cafes
4 that have bulletin boards. So the notification to
5 people of what's going on is very tricky.

6 So I don't know what to say. It is -- it's
7 pretty -- it makes me think of that intersection at
8 Octavia and Market. How many of you avoid that one
9 too? It's really a very frightening design.

10 So that's kind of it right now. I have --
11 well, oh, no, the other thing is the toxic stuff on the
12 construction, we now have like about five high rise
13 buildings being constructed from like 10th, Mission and
14 10th -- 9th, 10th, 11th. And the air is just
15 incredibly toxic. We had one week where about 50
16 percent of the people in the offices on that block were
17 home sick.

18 They were just -- it was just incredibly bad
19 because that's all fill. So all the digging up is
20 turning all this toxic stuff up into the air. So you
21 may end up with just dead bodies. I'm not quite sure.

22 So that -- we're totally -- how much
23 construction is going on at the same time is way
24 beyond the capacity of the air to handle it on top of
25 the freeway, smog and everything else. It's just

1 crazy.

2 That's all.

3 CHELSEA FORDHAM: Would anybody else like to say
4 any words?

5 (No response)

6 CHELSEA FORDHAM: Okay. Well, thank you to
7 everyone who spoke. And that ends the public comment
8 portion of the meeting. Before we end, I just want to
9 remind everybody of a few key points that your comments
10 tonight we receive and will review them as part of
11 drafting of the Draft EIR, and we will consider them
12 thoughtfully. Thank you.

13 You have several other opportunities for
14 input, including written comments on the scoping
15 meeting, comments on the Draft EIR, and then at the
16 Planning Commission hearing on the Draft EIR and the
17 Final EIR certification.

18 If you wish to further supplement your
19 comments tonight, please do so in writing by 5:00 p.m.,
20 Monday June 15th. And you should submit your comments
21 to the address on the agenda.

22 And if you have comments concerning the
23 environmental review process, please feel free to
24 contact me directly, and I will give you my number if
25 you would like.

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And thank you everybody for coming. And that wraps it up. And have a good night.

Thank you.

(Whereupon, the proceedings concluded at 6:32 o'clock p.m.)

1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, do hereby certify
5 that the foregoing proceedings were reported by me, a
6 disinterested person, and thereafter transcribed under
7 my direction into typewriting and is a true and correct
8 transcription of said proceedings.

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties in the
11 foregoing proceeding and caption named, nor in any way
12 interested in the outcome of the cause named in said
13 caption.

14 Dated the 15th day of June, 2015.

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DEBORAH FUQUA

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CSR NO. 12948

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Chelsea Fordham, Environmental Coordinator
San Francisco Planning Department
Environmental Planning Division
1650 Mission Street, Suite 400
San Francisco, CA 94103

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PLEASE RETURN THIS POSTCARD TO REQUEST A COPY OF
THE FINAL ENVIRONMENTAL IMPACT REPORT

(NOTE THAT THE DRAFT EIR PLUS THE RESPONSES TO COMMENTS
DOCUMENT CONSTITUTE THE FINAL EIR)

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

1500 Mission Street, Planning Department Case No. 2014-000362ENV

Check one box: Please send me a copy of the Final EIR on CD.
 Please send me a paper copy of the Final EIR.

Signed: _____

Name: _____

Street: _____

City: _____ State: _____ Zip: _____
