



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Community Plan Exemption Checklist

*Case No.:* **2014.0154E**  
*Project Address:* **1800 Mission Street**  
*Zoning:* UMU (Urban Mixed Use) District  
45-X and 68-X Height and Bulk District  
*Block/Lot:* 3547/001  
*Lot Size:* 68,772 square feet  
*Plan Area:* Eastern Neighborhoods Area Plan  
*Project Sponsor:* Mark Loper, Reuben, Junius & Rose, LLP  
(415) 567-9000; mloper@reubenlaw.com  
*Staff Contact:* Melinda Hue, (415) 575-9041  
Melinda.hue@sfgov.org

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION

The 68,722 square-foot project site is located on the northern portion of a block bordered by 14<sup>th</sup> Street, Mission Street, 15<sup>th</sup> Street, and Julian Avenue, in San Francisco's Mission neighborhood. (See Figure 1) The project site is currently occupied by a four-story, approximately 200,400-square-foot historic building (the Armory) that is currently used for film production. In addition to film production, the Armory currently also hosts events in the approximately 39,920-square-foot "Drill Court" space.

The proposed project would involve a change of use of approximately 119,600 square feet of film production use to office use. Approximately 40,890 square feet would remain production, distribution, and repair uses. The proposed project would also involve a change of use for the 39,920-square-foot Drill Court into a permanent nighttime entertainment use.

Currently, the Drill Court hosts approximately one to two events a month, with each event lasting no more than one day due to permit restrictions. The existing maximum standing capacity of the Drill Court at 3,997 people would not change. With the proposed change of use, the Armory could generally be expected to host as many as three distinct events a week, or up to 10 distinct events a month. The change of use for the Drill Court would also permit the Armory to host multi-day events (e.g., corporate functions, flea markets, etc.), as well as host more than one non-arts event a month. Potential event types would include, but not be limited to, performing arts events (e.g., music concerts, theatrical performances), corporate events (e.g., conferences, team-building workshops, product launches), fundraising events, parties (e.g., holiday party, dance party), and food- or drink-related events (e.g., wine tasting). Events would most frequently take place on Saturdays and Sundays at a range of times from early afternoon (4:00 PM) into the early evening (2:00 AM). Events taking place on Thursdays and Fridays would be less frequent, typically taking place during the midday period (approximately 10:00 AM to 3:00 PM) for corporate events or from 7:00 PM to 2:00 AM for recreational / leisure events. Events taking place during other days of the week (Mondays through Wednesdays) would occur with the least frequency, and would typically comprise corporate events such as conferences taking place during the midday period (10:00 AM to 3:00 PM).

The project site currently does not include any off-street vehicle parking spaces and no off-street vehicle parking spaces are being proposed as part of the project. The project site currently includes 52 bicycle parking spaces within the building and 22 bicycle parking spaces along 14<sup>th</sup> Street. The proposed project would include a new mid-block crosswalk across the west leg of Woodward Street/14<sup>th</sup> Street intersection. (See Figures 2 to 7)

No major construction activities are anticipated for the Drill Court. There may be minor tenant improvements such as soundproofing of doors and installation of a new door in the building interior within the Drill Court. As part of the change of use to office, no construction activities are anticipated at this time. However, future minor tenant improvements may occur when tenants are secured and these tenant improvements would be subject to their own environmental review. The proposed project would not involve any physical alterations to the exterior of the building and would not involve any soil disturbance/excavation.

The proposed 1800 Mission Street project would require the following approvals:

#### **Actions by the Planning Commission**

- Approval of an office allocation

#### **Actions by other City Departments**

- Approval of a building permit from the Department of Building Inspection (DBI)
- Approval of a mid-block crosswalk by the San Francisco Municipal Transportation Agency (SFMTA)

### **EVALUATION OF ENVIRONMENTAL EFFECTS**

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

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist. The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources.

---

<sup>1</sup> San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

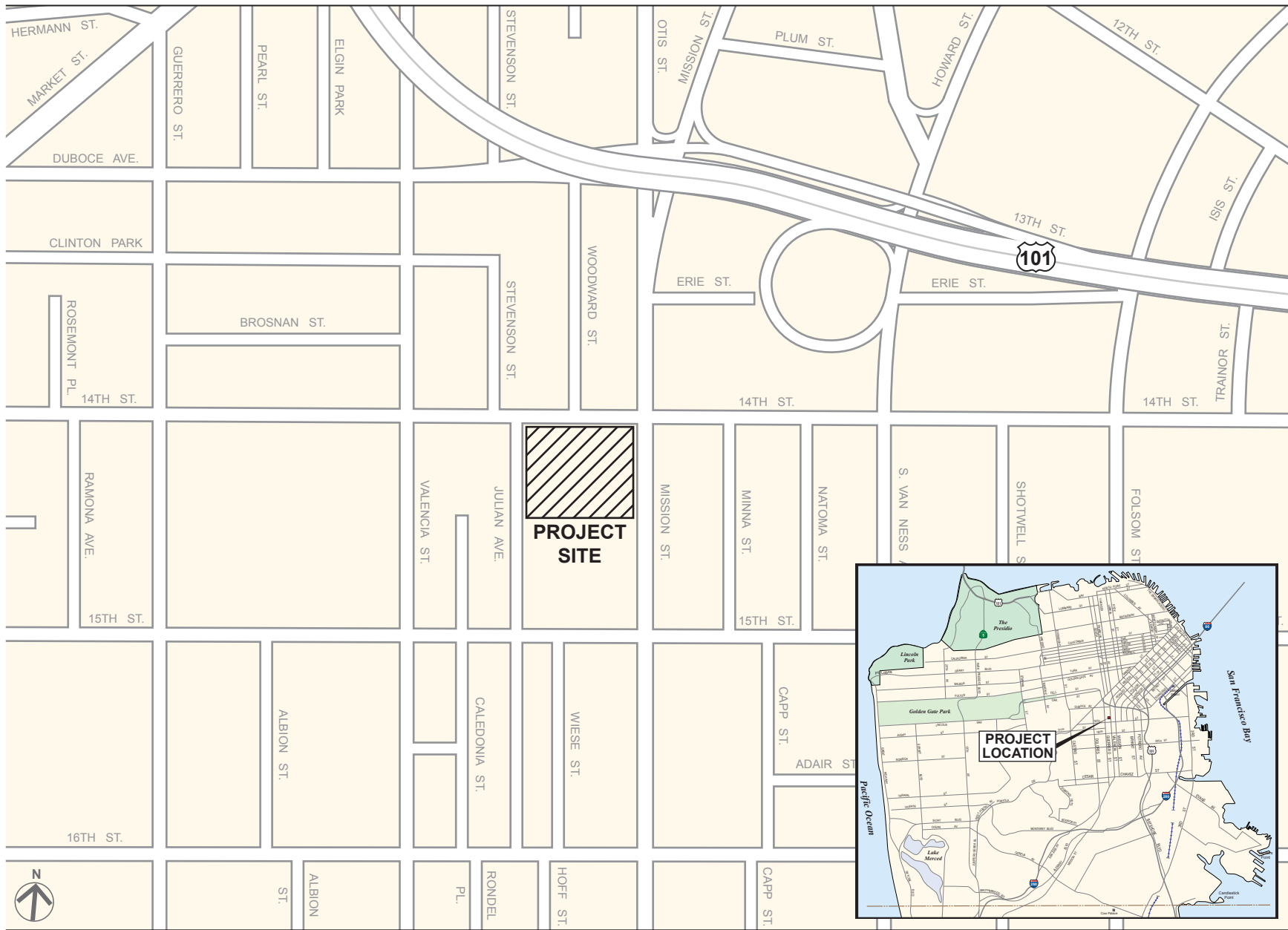
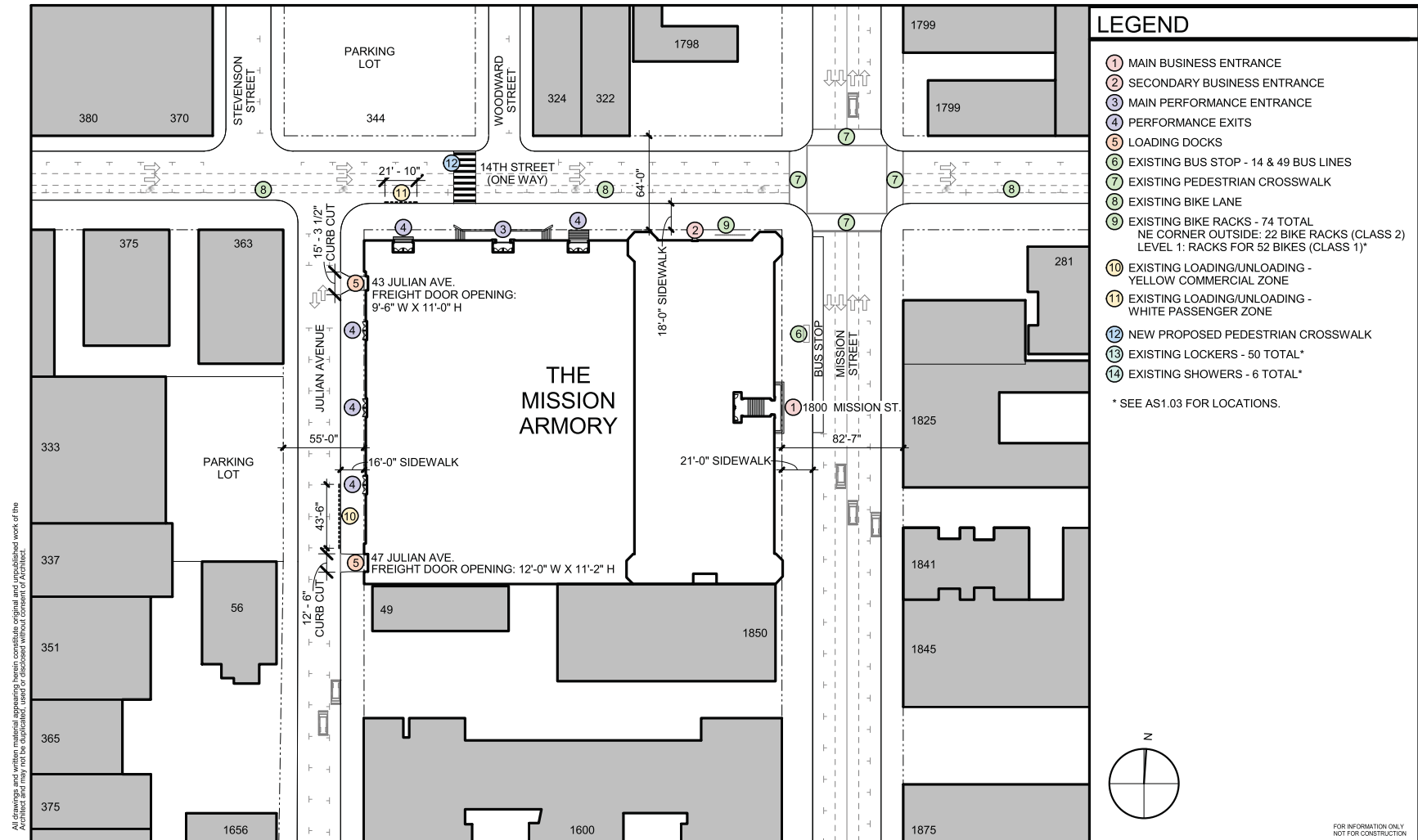
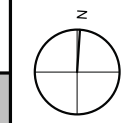


Figure 1  
Project Location



LEGEND	
①	MAIN BUSINESS ENTRANCE
②	SECONDARY BUSINESS ENTRANCE
③	MAIN PERFORMANCE ENTRANCE
④	PERFORMANCE EXITS
⑤	LOADING DOCKS
⑥	EXISTING BUS STOP - 14 & 49 BUS LINES
⑦	EXISTING PEDESTRIAN CROSSWALK
⑧	EXISTING BIKE LANE
⑨	EXISTING BIKE RACKS - 74 TOTAL NE CORNER OUTSIDE: 22 BIKE RACKS (CLASS 2) LEVEL 1: RACKS FOR 52 BIKES (CLASS 1)*
⑩	EXISTING LOADING/UNLOADING - YELLOW COMMERCIAL ZONE
⑪	EXISTING LOADING/UNLOADING - WHITE PASSENGER ZONE
⑫	NEW PROPOSED PEDESTRIAN CROSSWALK
⑬	EXISTING LOCKERS - 50 TOTAL*
⑭	EXISTING SHOWERS - 6 TOTAL*
* SEE AS1.03 FOR LOCATIONS.	



FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

All drawings and written material appearing herein constitute original and unpublished work of the Architect and may not be duplicated, used or distributed without consent of Architect.

**tef DESIGN**  
1420 SUTTER STREET,  
2ND FLR  
SAN FRANCISCO, CA  
94109  
T: 415.381.7918  
WWW.TEFARCH.COM

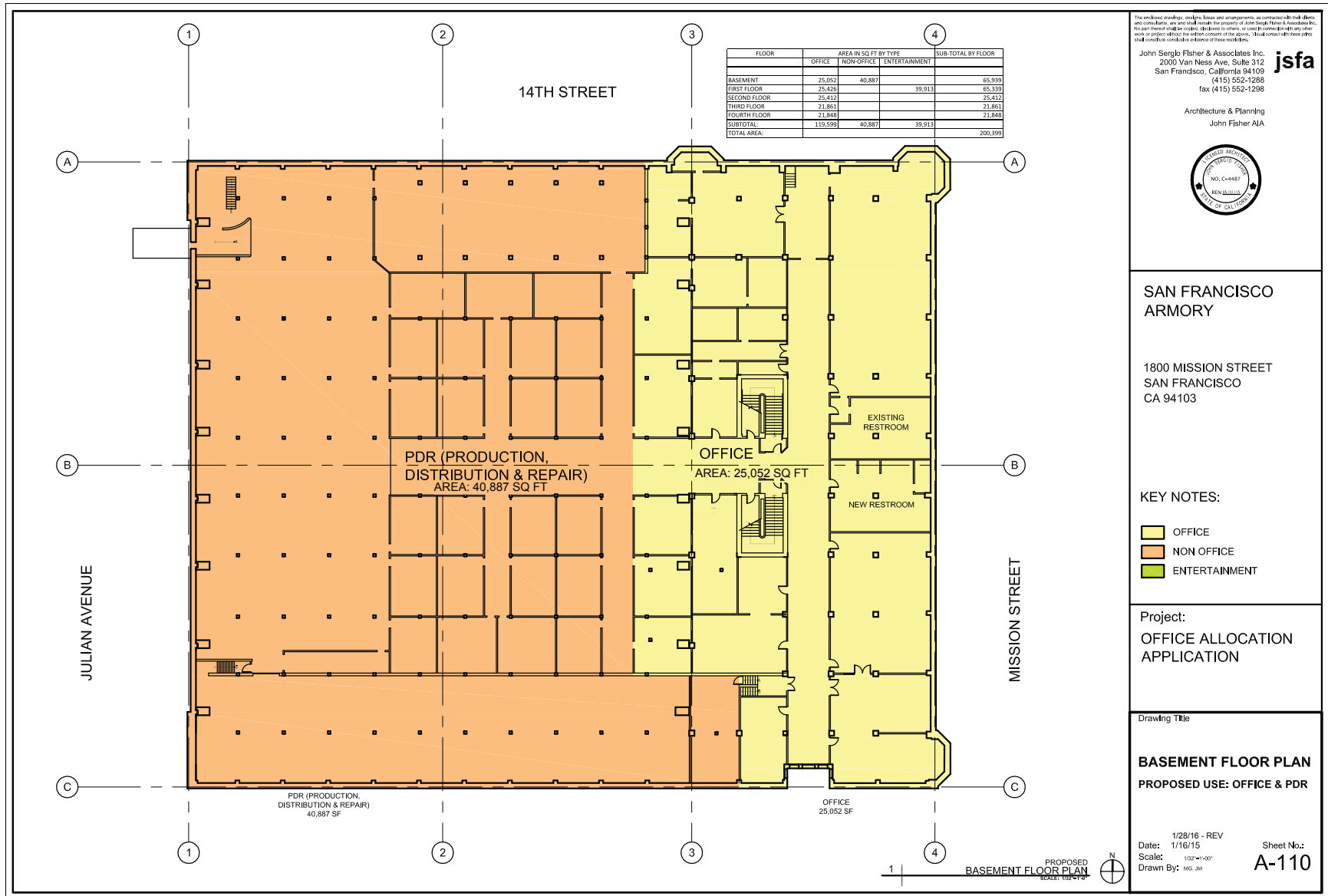
PROJECT MISSION ARMORY  
JOB #  
DATE 9/28/2015 4:45:33 PM  
1/28/2016 - REV

TITLE  
STREET LEVEL SITE PLAN  
SCALE 1" = 60'-0"

DRAWING  
AS1.01

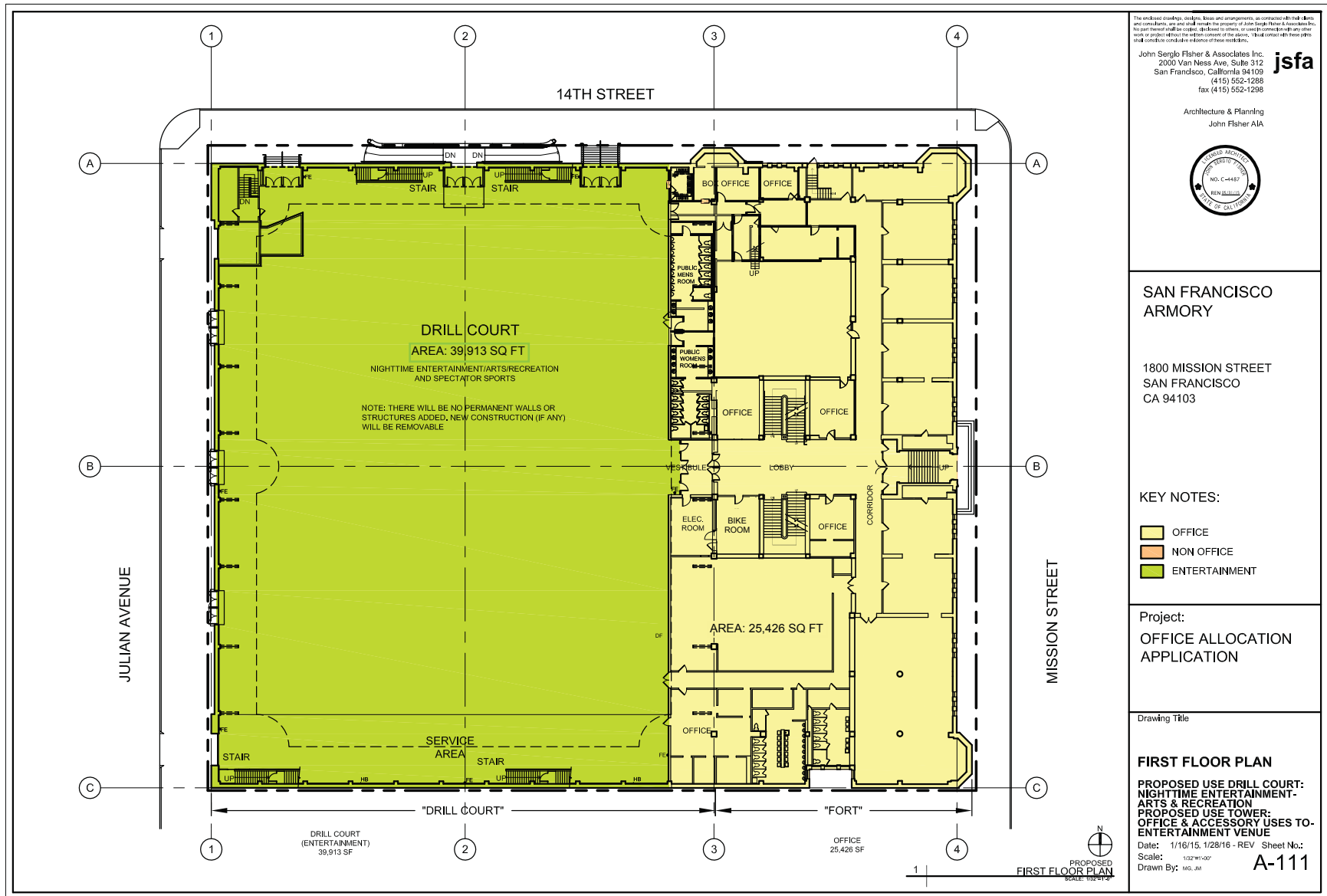
Source: TEF Design, 2015.

**Figure 2  
Site Plan**



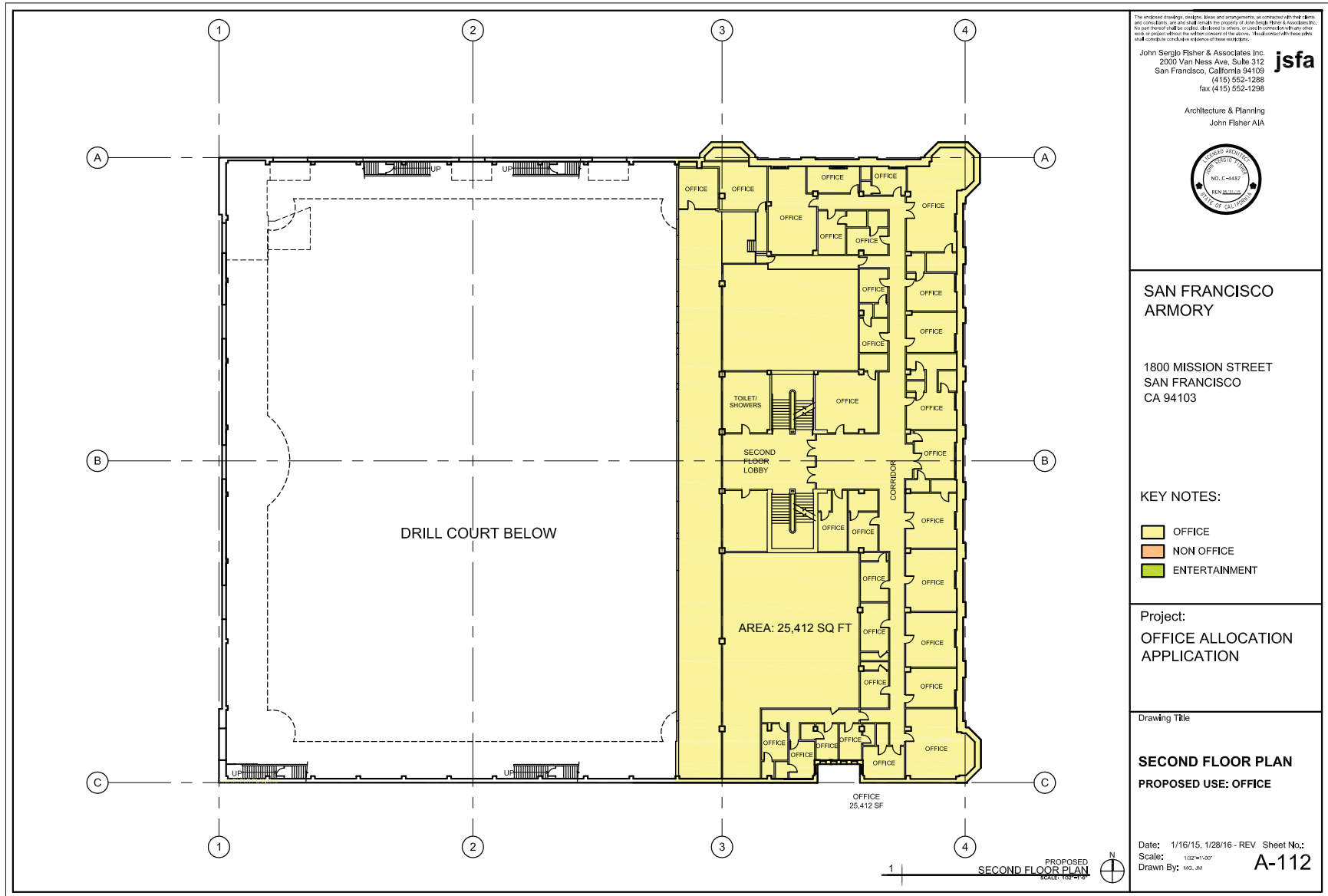
Source: John Sergio Fisher & Associates Inc., 2015.

**Figure 3**  
**Building Plan - Basement Level**



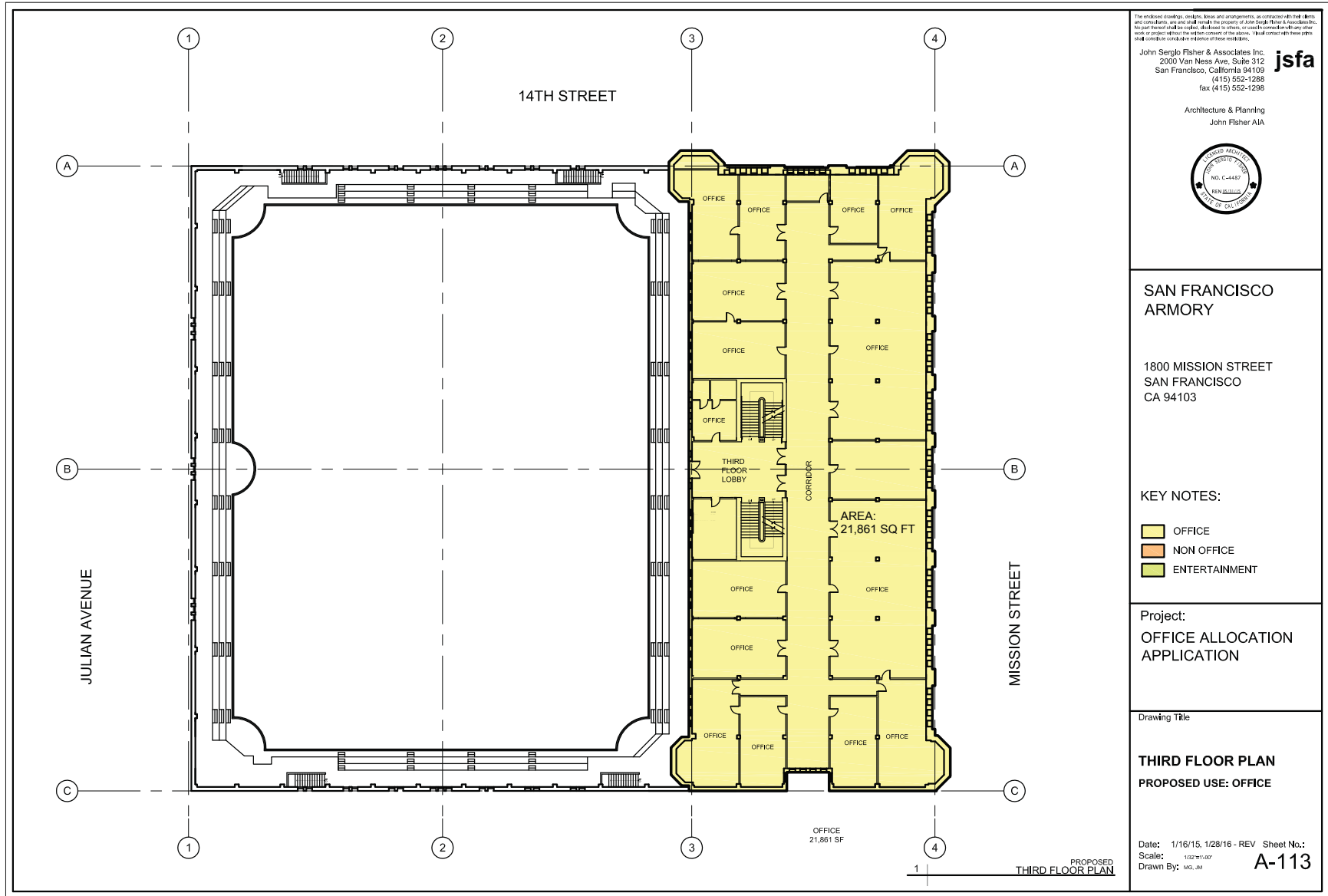
Source: John Sergio Fisher & Associates Inc., 2015.

**Figure 4**  
**Building Plan - First Floor**



Source: John Sergio Fisher & Associates Inc., 2015.

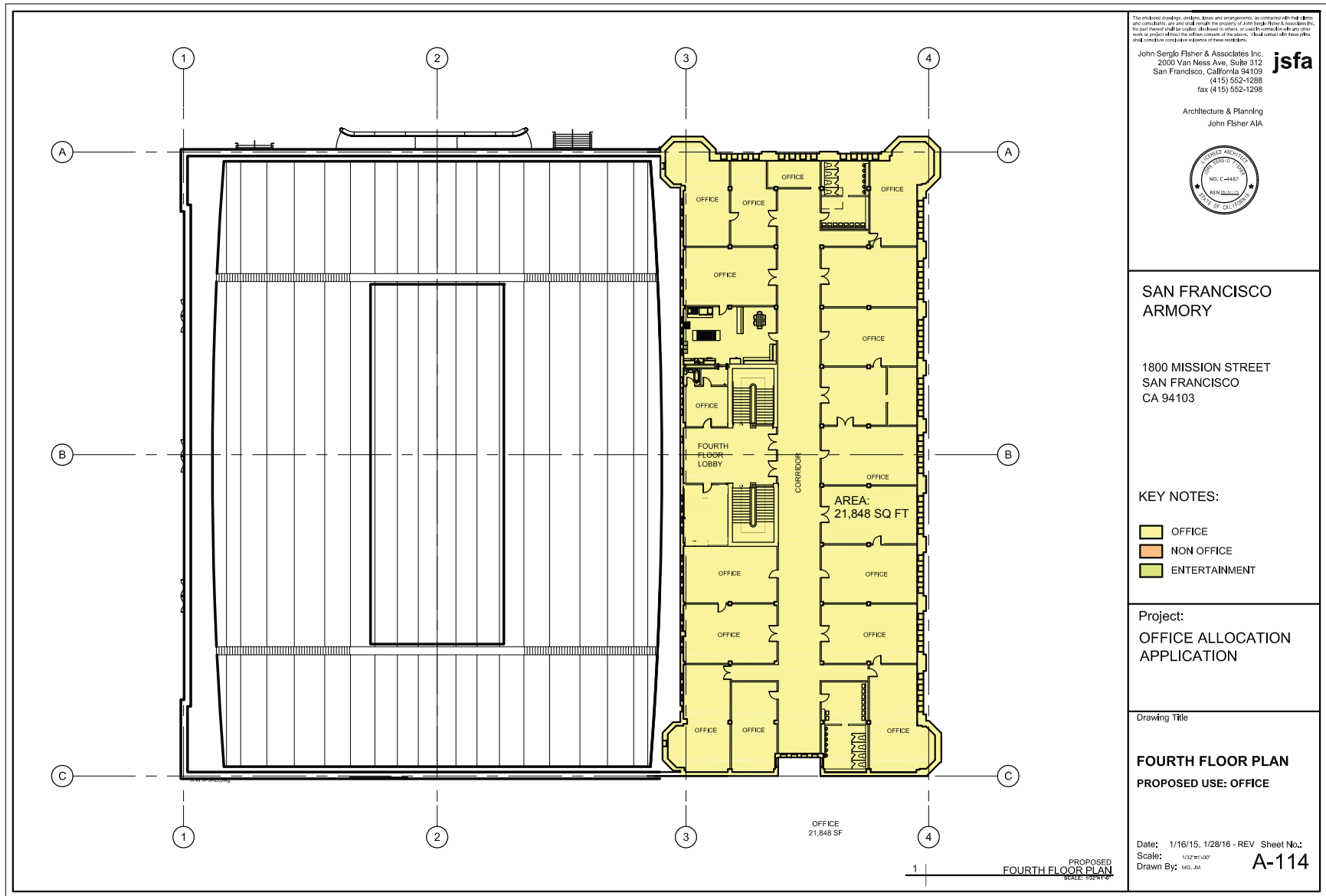
**Figure 5**  
**Building Plan - Second Floor**



Source: John Sergio Fisher & Associates Inc., 2015.

**Figure 6**  
**Building Plan - Third Floor**





Source: John Sergio Fisher & Associates Inc., 2015.

**Figure 7**  
**Building Plan - Fourth Floor**

Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would involve a change of use to office and nighttime entertainment uses. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

## CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regulating Aesthetics and Parking Impacts for Transit Priority Infill, effective January 2014 (see associated heading below);
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation");
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015 (see Checklist section "Noise");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, effective December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

## CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to

9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) through throughout the lifetime of the Plan (year 2025).<sup>2</sup> The growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).<sup>3</sup>

As of November 4, 2015, projects containing 9,426 dwelling units and 2,525,577 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review<sup>4</sup> within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (5,674 dwelling units and 1,603,988 square feet of non-residential space) and foreseeable projects, including the proposed project (3,752 dwelling units and 921,589 square feet of non-residential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 5,674 dwelling units that have completed environmental review, building permits have been issued for 3,885 dwelling units, or approximately 68 percent of those units. An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

Within the Mission subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 800 to 2,100 net dwelling units and 700,000 to 3,500,000 square feet net non-residential space (excluding PDR loss) through the year 2025. As of November 1, 2015, projects containing 2,153 dwelling units and 349,891 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the Mission subarea. These estimates include projects that have completed environmental review (1,325 dwelling units and 85,913 square feet of non-residential space) and foreseeable projects, including the proposed project (828 dwelling units and 263,978 square feet of non-residential space). Of the 1,325 dwelling units that have completed environmental review, building permits have been issued for 1,298 dwelling units, or approximately 98 percent of those units.

Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the Eastern Neighborhoods PEIR, the non-residential reasonably foreseeable growth is between approximately 38 and 78 percent of the non-residential projections in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR utilized the growth projections to

---

<sup>2</sup> Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

<sup>3</sup> San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

<sup>4</sup> For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. Therefore, given the growth from the reasonably foreseeable projects have not exceeded the overall growth that was projected in the Eastern Neighborhoods PEIR, information that was not known at the time of the PEIR has not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR.

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

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>5</sup>

---

<sup>5</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1800 Mission Street, January 27, 2016. This document (and all other documents cited in this report, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0154E.

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

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the Plan Area throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the Plan Area under the No Project scenario. Within the Mission subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

As of November 4, 2015, projects containing the removal of 1,757,951 net square feet of PDR space have completed or are proposed to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (953,355 square feet of PDR space loss) and foreseeable projects, including the proposed project (804,596 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of November 4, 2015, projects containing the removal of approximately 260,053 net square feet of PDR space have completed or are proposed to complete environmental review within the Mission subarea. These estimates include projects that have completed environmental review (153,957 square feet of PDR space loss) and foreseeable projects, including the proposed project (106,096 square feet of PDR space loss).

Development of the proposed project would result in the net loss of approximately 119,600 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the UMU Use District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area and the proposed development is within the development density as envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 119,600 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were not identified or a more severe adverse impact than analyzed in the PEIR.

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and Area Plans do not provide for any new major roadways, such as freeways that would disrupt or divide the project area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the UMU (Urban Mixed Use) District and is consistent with the bulk, density and land uses as envisioned in the Mission Area Plan. The project falls within the Mission-Valencia generalized zoning district meant to encourage a mix of transit-oriented neighborhood commercial uses with office and/or housing above. Within the UMU District, office use in a designated landmark, such as the Armory, is principally permitted, per Planning Code Section 843.65, subject to the controls outlined in Planning Code Section 803.9(c). Additionally, within the UMU District, the change of use from Arts Activity to Arts Activity/Nighttime Entertainment is principally permitted.<sup>67</sup>

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First

<sup>6</sup> Sue Exline, Citywide Planning, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1800 Mission Street, October 14, 2015.

<sup>7</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1800 Mission Street, February 2, 2015.

policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would involve the conversion of a portion of PDR space to office uses and a change of use for the Drill Court to nighttime entertainment uses. This would result in a small number of new jobs. No displacement of existing housing would occur. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Historic Architectural Resources**

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The existing building is listed as an individual resource in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register). The subject

property is also listed in Article 10 of the San Francisco Planning Code as City Landmark No. 108 - State Armory and Arsenal (designated in February 1980). The proposed project would not involve any physical alterations to the exterior of the building. No major construction activities are anticipated for the Drill Court. There may be minor tenant improvements such as soundproofing of doors and installation of a new door in the building interior within the Drill Court. As part of the change of use to office, no construction activities are anticipated at this time. However, future minor tenant improvements may occur when tenants are secured and these tenant improvements would be subject to their own environmental review.

Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

**Archeological Resources**

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project would not involve any excavation or soil disturbance and therefore would not have the potential to result in significant impacts on archeological resources, and no archeological mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>4. TRANSPORTATION AND CIRCULATION— Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures, which are described further below in the Traffic and Transit sub-sections. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The projected traffic conditions and cumulative effects of project buildout analyzed in the Eastern Neighborhoods PEIR were based on a 2025 horizon year. Projected traffic conditions and cumulative project buildout have been or will soon be realized. In order to provide a conservative transportation analysis of the proposed project at 1800 Mission Street, the Planning Department determined that year 2040 was an appropriate horizon year for projected growth and cumulative conditions traffic analysis. The following transportation analysis reflects the updated traffic and transit demand forecasts. Therefore, the cumulative year used in the transportation analysis is year 2040, which is beyond the date (year 2025) analyzed in the Eastern Neighborhoods PEIR.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 4c is not applicable.

**Trip Generation**

The proposed project would involve a change of use of approximately 119,600 square feet of film production use to office use. Approximately 40,890 square feet would remain production, distribution,

and repair uses. The proposed project would also involve a change of use for the 39,920-square-foot Drill Court into a nighttime entertainment use. A Transportation Impact Study (Transportation Study) was prepared for the proposed project.<sup>8</sup> Per the Transportation Study, the office change of use would generate an estimated 184 person trips (inbound and outbound) during the weekday PM peak hour, consisting of 126 person trips by auto, 37 transit trips, 14 walk trips and 7 trips by other modes. During the PM peak hour, the proposed project would generate an estimated 93 vehicle trips (accounting for vehicle occupancy data for this Census Tract). For the Drill Court, most events would occur outside the weekday PM peak hour, with weekday evening events beginning at 8:00 PM or 9:00 PM. Assuming a maximum capacity event with 3,950 attendees and associated staff, an event could generate approximately 233 vehicle-trips in private automobiles and an additional 560 vehicle-trips in taxis or rideshare vehicles.

### **Event Considerations**

Events that could be held in the Drill Court would generally take place outside of the weekday PM peak period, either during the weekend or during the weekday midday and/or evening periods. Most evening events on weekdays would begin at 8:00 PM or 9:00 PM, and the earliest events, occurring much less frequently, would begin at 7:00 PM, with the overwhelming majority of event attendees expected to arrive at the project site no earlier than one hour before the event begins (and most expected to arrive no earlier than 30 to 45 minutes before the event begins).

Attendees would also be heading inbound to the project site—i.e., generally in the opposite direction of trips generated by the existing PDR and proposed office uses, which would be leaving the project site during the weekday PM peak period—and would reach the project site and surrounding area during the tail end of the weekday PM peak period, or after its conclusion. The weekday PM peak hour at most of the study intersections generally occurs between 4:30 PM and 5:30 PM or between 4:45 PM and 5:45 PM.

The proposed project would not increase the maximum standing capacity of the Drill Court, which would remain at 3,997 persons, nor the maximum event attendance, which would remain at slightly under this value (approximately 3,950 persons, assuming minimum staffing requirements and minimum space loss to props, staging, and other layout considerations). The proposed change of use for the Drill Court would not dramatically change the types of events held at the Armory, but would allow the Armory to host non-arts events on a more frequent basis and to host multi-day events. As such, the average intensity of event-related increases in vehicular traffic (including the associated secondary effects on pedestrian and bicycle conditions) and transit ridership activity on a per-event basis would remain unchanged, although such increases could occur more frequently than they do currently. Similarly, the average intensity of event-related freight loading/service vehicle activities—and the associated secondary effects on traffic, transit, bicycle, and pedestrian conditions—on a per-event basis would remain unchanged, although the overall frequency of these activities could increase.

### **Traffic**

Mitigation Measures E-1 through E-4 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant traffic impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. Since certification of the PEIR, SFMTA has been engaged in public outreach regarding some of the

---

<sup>8</sup> AECOM, *1800 Mission Street Transportation Impact Study*, January 5, 2016.

parking-related measures identified in Mitigation Measures E-2 and E-4: Intelligent Traffic Management, although they have not been implemented. Measures that have been implemented include traffic signal installation at Rhode Island/16<sup>th</sup> streets as identified in Mitigation Measure E-1 and enhanced funding as identified in Mitigation Measure E-3 through San Francisco propositions A and B passed in November 2014. Proposition A authorized the City to borrow \$500 million through issuing general obligation bonds in order to meet some of the transportation infrastructure needs of the City. These funds are allocated for constructing transit-only lanes and separated bikeways, installing new boarding islands and escalators at Muni/BART stops, installing sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking and upgrading Muni maintenance facilities, among various other improvements. Proposition B, which also passed in November 2014, amends the City Charter to increase the amount the City provided to the SFMTA based on the City's population, with such funds to be used to improve Muni service and street safety. Some of this funding may be applied to transportation projects within the Eastern Neighborhoods Plan area.

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site that were studied include Mission Street/14<sup>th</sup> Street; Mission Street/15<sup>th</sup> Street; Julian Avenue/14<sup>th</sup> Street/Stevenson Street; Julian Avenue/15<sup>th</sup> Street; Valencia Street/15<sup>th</sup> Street; South Van Ness Avenue/14<sup>th</sup> Street; South Van Ness Avenue; 15<sup>th</sup> Street; and Duboce Avenue/Mission Street/13<sup>th</sup> Street/Otis Street/U.S. 101 Off-Ramp. Table 1 provides existing, existing plus project, and cumulative LOS data for these intersections.

**Table 1 – 1800 Mission Intersection Level of Service**

<i>Intersection</i>		<i>Weekday PM Peak Hour</i>		
		<i>Existing Conditions</i>	<i>Existing plus Project Conditions</i>	<i>2040 Cumulative Conditions</i>
		LOS	LOS	LOS
1	Mission Street / 14th Street	B	C	D
2	Mission Street / 15th Street	B	B	E
3	Julian Avenue / 14th Street / Stevenson Street	C	D	F
4	Julian Avenue / 15th Street	C	C	F
5	Valencia Street / 14th Street	C	C	E
6	Valencia Street / 15th Street	B	C	F
7	South Van Ness Avenue / 14th Street	B	B	C
8	South Van Ness Avenue / 15th Street	B	B	F
9	Duboce Ave. / Mission St. / 13th St. / Otis St. / U.S. 101 Off-Ramp	E	E	F

Source: AECOM, 2016.

The proposed project would generate an estimated 93 new PM peak hour vehicle trips that could travel through surrounding intersections. As shown in Table 1, all study intersections that currently operate at acceptable conditions (LOS D or better) would continue to operate acceptably under the Existing Plus Project conditions during the weekday PM peak hour. New weekday PM peak-hour vehicle trips would not substantially increase traffic volumes at these intersections and would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS; impacts to those intersections would be less-than-significant.

The Duboce Avenue/Mission Street/13th Street/Otis Street/U.S. 101 Off-Ramp intersection currently operates at LOS E and would continue to do so under Existing Plus Project conditions. The proposed project's contributions to LOS F critical movements at this intersection were further analyzed. The contribution analysis showed that the project would not add any vehicle-trips to the westbound right critical movement (westbound U.S. 101 Off-Ramp to northbound Mission Street), which would operate at LOS F during the weekday PM peak hour under Existing plus Project Conditions. As a result, the project's contribution to the total volumes on this critical movement would be 0.0 percent and the project would not, therefore, represent a considerable contribution to the adverse conditions at this intersection.

While the PEIR used 2025 as the horizon year for the Cumulative Conditions analysis of Plan implementation, as previously discussed, the Cumulative Conditions horizon year was extended to 2040 in order to provide a conservative analysis of potential transportation impacts for the project at 1800 Mission Street. For signalized intersections, a contribution analysis is conducted to determine a significant cumulative impact, and for unsignalized intersections, a warrant signal analysis is conducted to determine a significant cumulative impact.

For the five signalized study intersections operating at unacceptable LOS under Cumulative Conditions, a detailed contribution analysis was conducted<sup>9</sup> to determine whether or not the project would represent a cumulatively considerable contribution to the adverse conditions at these poorly-performing intersections, based on the level of vehicular traffic added to LOS E or LOS F critical movements (lane groups) that control overall intersection LOS and delay.

- At the Mission Street / 15th Street intersection, the project would not add any vehicle-trips to the westbound shared left-through-right critical movement (westbound 15th Street to southbound Mission Street, westbound 15th Street, or northbound Mission Street), which would operate at LOS F during the weekday PM peak hour under Cumulative Conditions. As a result, the project's contribution to the total volumes on this critical movement would be 0.0 percent.
- At the Valencia Street / 14th Street intersection, the project would add three vehicle-trips to the southbound left critical movement (southbound Valencia Street to eastbound 14th Street) during the weekday PM peak hour, which would operate at LOS F during the weekday PM peak hour under Cumulative Conditions. The project would contribute 2.3 percent to the total volume on this critical movement, which would not constitute a cumulatively considerable contribution.
- At the Valencia Street / 15th Street intersection, the project would not add any vehicle-trips to the northbound shared left-through critical movement (northbound Valencia Street to westbound 15th Street and northbound Valencia Street), which would operate at LOS F during the weekday PM peak hour under Cumulative Conditions. As a result, the project's contribution to the total volumes on this critical movement would be 0.0 percent.
- At the South Van Ness Avenue / 15th Street intersection, the project would not add any vehicle-trips to the westbound shared left-through-right critical movement (westbound 15th Street to southbound South Van Ness Avenue, westbound 15th Street, or northbound South Van Ness Avenue), which would operate at LOS F during the weekday PM peak hour under Cumulative Conditions. As a result, the project's contribution to the total volumes on this critical movement would be 0.0 percent.
- At the Duboce Avenue / Mission Street / 13th Street / Otis Street / U.S. 101 Off-Ramp intersection, the project would not add any vehicle-trips to the westbound right critical movement (westbound U.S. 101 Off-Ramp to northbound Mission Street), which would operate at LOS F during the weekday PM peak hour under Cumulative Conditions. As a result, the project's contribution to the total volumes on this critical movement would be 0.0 percent. The project would add nine vehicle-trips to the northbound right critical movement (northbound Mission Street to eastbound 13th Street) during the weekday PM peak hour, which would operate at LOS

---

<sup>9</sup> Ibid.

F during the weekday PM peak hour under Cumulative Conditions. The project would contribute 2.5 percent to the total volume on this critical movement, which would not constitute a cumulatively considerable contribution.

The proposed project would contribute less than five percent of the additional traffic volume projected for each of these seven intersections under 2040 Cumulative Conditions. Therefore, the proposed project would have a less-than-significant impact on these intersections.

For the two unsignalized study intersections (Julian Avenue/14<sup>th</sup> Street/Stevenson Street and Julian Avenue/15<sup>th</sup> Street), a signal warrant analysis was conducted<sup>10</sup> to determine whether or not the project would represent a significant cumulative impact at these two intersections. Based on the signal warrant analysis, neither intersection meets the weekday peak hour traffic signal warrant. Therefore, conditions at these two intersections during the weekday PM peak hour under cumulative conditions would not constitute a significant cumulative impact.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 141 PM peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods' Plan projects. The proposed project would also not contribute considerably to 2040 cumulative traffic conditions. Thus, the proposed project would not have any significant cumulative traffic impacts.

While traffic impacts would not be significant, implementation of Project Improvement Measure 1 Implementation of Transportation Demand Management Strategies (full text provided in the Improvement Measures section below) would further reduce project-generated traffic. A TDM program would encourage residents and employees who travel to and from the project site to use alternative means of transportation such as public transit, biking, and walking. Components of a TDM program may include an on-site TDM coordinator, dissemination of transportation and trip planning information, and free or subsidized transit passes, among other measures.

#### *Event Conditions*

In terms of specific effects on traffic conditions, events would be expected to generate some concentrated congestion at intersections near the vicinity of the project site during the pre-event and post-event peak hours (60 minutes immediately leading to event start and 60 minutes immediately following event end). Attendee arrivals and departures would be focused in these periods, and the magnitude of potential traffic effects outside of the pre-event and post-event peak hours would generally be minor.

A maximum-attendance event with approximately 3,950 attendees could be expected to generate approximately 233 vehicle-trips in private automobiles and an additional 560 vehicle-trips in taxis or rideshare vehicles. During the pre-event peak hour, this level of vehicle traffic would be the equivalent of approximately 13 vehicles a minute arriving at the site and slightly fewer leaving the site, on average. Some vehicles, primarily private automobiles, would be parking near the site, while taxis, rideshare vehicles, and a portion of private automobiles would be expected to leave the site after dropping off passengers. Most of this traffic would likely be concentrated near the building's entertainment entrance

---

<sup>10</sup> Ibid.

and passenger loading zone along 14th Street, such that these vehicles would generally be expected to use north-south streets west of Mission Street (such as Julian Avenue, Valencia Street, or Guerrero Street) to access the site. However, some vehicles would also be expected to use Mission Street or other alternatives exclusively, while other vehicles would be destined for parking facilities located along Julian Avenue, Stevenson Street, or other streets. Combined, these secondary factors would diffuse some potential traffic effects along 14th Street to other streets in the vicinity of the project site.

During the post-event peak hour, conditions would be similar to the pre-event peak hour, but would take place in reverse—departure and passenger pick-up activity would be most concentrated in the 60-minute period immediately following the conclusion of the event, but would likely drop off substantially after 60 minutes.

As the primary function of the majority of these vehicle-trips would involve passenger pick-up and drop-off activities generally lasting 30 seconds or less (but typically no more than 60 seconds), traffic effects would be expected to dissipate after conclusion of passenger loading and unloading. Any temporary congestion generated by event-related traffic would primarily be concentrated on the short segment of 14th Street from Valencia Street to Mission Street (as well as Julian Avenue between 14th Street and 15th Street), and it is not expected that these effects would be of sufficient magnitude to shift background traffic to other streets.

There is a passenger loading zone measuring approximately 21 feet 10 inches in length along the 14th Street frontage of the project site, and building management currently coordinates through the SFMTA to reserve an additional four on-street parking spaces at this location during larger events to accommodate a valet parking station and provide additional curb space for passenger loading. The temporarily expanded passenger loading zone measures approximately five car lengths and could accommodate as many as ten vehicles a minute (assuming approximately 30 seconds per vehicle) picking up and/or dropping off along the south side of 14th Street. This amount of curb space would generally be sufficient to accommodate pick-up and drop-off activities generated by the maximum-attendance events, given that some attendees would be parking near the site (and, therefore, not need to use the loading zone at all).

Even with the provision of the expanded passenger loading zone along 14th Street, a smaller share of event traffic could still be expected to use the north side of 14th Street, or other streets adjacent to the Armory such as Mission Street or Julian Avenue, for passenger loading. On-street parking is available in these locations and could be used for passenger loading if unoccupied, but it is expected that a small number of motorists may still choose to stop in red or yellow zones or along curb cuts in these locations (e.g., the 140-foot red zone on the west side of Mission Street used as a bus stop) in order to conduct pick-up and drop-off. A smaller portion of vehicles may also attempt to double-park if no unoccupied curb space is available. However, given the small number of these vehicles, the expected duration of pick-up and drop-off activities (approximately 30 seconds per vehicle), and the time of day (a maximum-attendance event would typically take place in the evenings or late evenings, when background traffic is lighter), these activities would not constitute a safety hazard or result in major disruptions to traffic, transit, bicycle, or pedestrian circulation at these locations. The project would also not modify the existing passenger loading zone along the 14th Street frontage of the project site, and building management would continue to reserve approximately four on-street parking spaces along the south side of 14th Street adjacent to the main entertainment entrance on a temporary as-needed basis to accommodate a valet parking station and additional curb space for passenger loading activities.

As the vehicle-trips referenced above are for a maximum-attendance event, the magnitude of potential traffic effects would generally be expected to scale down for smaller and medium-sized events, roughly proportionate to the estimated attendance.

Given these considerations, the effect of the proposed change of use for the Drill Court on traffic conditions, including the effects of event-generated vehicular traffic and passenger loading activities, would generally be expected to be minor and would not be substantially different from existing conditions during events already held at the site. As a result, the project would result in less than significant event-related impacts on traffic conditions.

While event-related traffic impacts would not be significant, implementation of Project Improvement Measure 2: Implementation of Event Transportation Demand Management Strategies (full text provided in the Improvement Measures section below) would further reduce project-generated traffic. A TDM program would encourage event management to minimize the effects of attendees on vehicle traffic through valet services and adequate loading spaces and to ensure bicycle valet parking and adequate pedestrian facilities during events.

### **Transit**

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the City is currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management as part of the Transportation Sustainability Program.<sup>11</sup> In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16<sup>th</sup> Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16<sup>th</sup> Street.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern

---

<sup>11</sup> <http://tsp.sfplanning.org>



Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines : 6 Haight / Parnassus, 7 Haight / Noriega, 9 San Bruno, 9R San Bruno Rapid, 12 Folsom / Pacific, 14 Mission, 14R Mission Rapid, 22 Fillmore, 33 Ashbury / 18th, 47 Van Ness, 49 Van Ness / Mission, and 55 16th Street. The proposed project would be expected to generate 37 transit trips during the PM peak hour. Of those 37 transit trips, approximately 21 trips would utilize Muni lines with the remaining 14 using regional transit options. Given the wide availability of nearby transit, the addition of 37 PM peak hour transit trips would be accommodated by existing capacity, and Muni and regional capacity utilization would be below the standard established by SFMTA (85 percent) or regional operators (100 percent). As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Under cumulative conditions, the California, Sutter/Clement, Fulton/Hayes, Mission, and San Bruno/Bayshore Muni transit screenlines would exceed the 85 percent capacity utilization during the weekday PM peak hour. However, the project would generate negligible ridership on these Muni lines. The proposed project would be expected to add up to two additional riders in the Mission corridor, but this would only represent a 0.01 percent contribution to the total screenline ridership for this corridor. The proposed project is expected to generate 15 regional trips during the weekday PM hour, resulting in a negligible effect on ridership totals for regional transit operations.. The addition of project related regional transit trips would not result in a material change to capacity utilization percentages. Therefore, the proposed project would result in a less than significant cumulative impact on local and regional transit ridership and capacity.

#### *Event Conditions*

As discussed previously, events held in the Drill Court would generally take place outside of the weekday PM peak period, either during the weekend or during the weekday midday and / or evening periods. Most evening events on weekdays would begin at 8:00 PM or 9:00 PM, and the earliest events, occurring much less frequently, would begin at 7:00 PM, with the overwhelming majority of event attendees expected to arrive at the project site no earlier than one hour before the event begins (and most expected to arrive no earlier than 30 to 45 minutes before the event begins).

Attendees traveling by transit would also be heading inbound to the project site—i.e., generally in the opposite direction of transit person-trips generated by the existing PDR and proposed office uses, which would be leaving the project site during the weekday PM peak period. Attendees arriving by regional transit such as BART would also generally be taking services in the reverse commute direction into San Francisco (which are generally less crowded than services in the commute direction leaving San Francisco) and would, therefore, not affect transit ridership and capacity in the commute direction.

As discussed previously, the proposed project would not increase the maximum capacity of the Drill Court, nor would the maximum event attendance change. The proposed project would not dramatically change the types of events held at the Armory but would host events more frequently and host multi-day

events. As such, the average intensity of event-related increases in transit ridership on a per-event basis would remain unchanged, although such increases would occur more frequently than they do currently. Similarly, the average intensity of event-related freight loading / service vehicle activities—and the associated secondary effects on transit operations—on a per-event basis would remain unchanged, although the overall frequency of these activities would increase. Given these considerations, the effect of the proposed change of use for the Drill Court on transit conditions, including the effects of event-generated vehicular traffic, transit ridership, and freight loading / service vehicle activities, would generally be expected to be minor and would not be substantially different from existing conditions during events already held at the Armory. As a result, the project would result in less than significant event-related impacts on transit conditions.

While the proposed project would not result in any significant event-related impacts on transit conditions, Project Improvement Measure 2: Event Transportation Demand Management, as described above, would further reduce impacts.

### **Pedestrian**

The proposed project would generate up to approximately 177 pedestrian trips during the weekday PM peak hour. These new pedestrian trips generated by the proposed project could be accommodated on the adjacent facilities and would not substantially affect pedestrian operations on nearby sidewalks or crosswalks, given the relatively moderate level of pedestrian activity near the project. There would be sufficient capacity available to accommodate the increase in pedestrian traffic on sidewalks and crosswalks surrounding the project site. Additionally, the proposed project does not propose any features that would increase potential hazards to pedestrians and would not create new conflict points between pedestrians and vehicles. The proposed project would not construct new pedestrian access points into and out of the building, and would retain existing access points in their current locations. The proposed project would retain the two existing curb cuts for off-street freight loading / service vehicle access at 43 Julian Avenue and 47 Julian Avenue. No modifications to freight loading / service vehicle access are proposed. Given these considerations, the proposed project would have a less than significant impact on pedestrian conditions.

### *Event Conditions*

As discussed previously, the proposed project would not increase the maximum capacity of the Drill Court, nor would the maximum event attendance change. The proposed project would not dramatically change the types of events held at the Armory but would host events more frequently and host multi-day events. As such, the average intensity of event-related increases in foot traffic and vehicular traffic activity (including the associated secondary effects on pedestrian conditions) on a per-event basis would remain unchanged, although such increases could occur more frequently than they do currently. Similarly, the average intensity of event-related freight loading / service vehicle activities and the associated secondary effects on pedestrian conditions on a per-event basis would remain unchanged, although the overall frequency of these activities could increase.

The building management currently applies for sidewalk occupancy permits with the SFMTA on a temporary as-needed basis when one or more of the following conditions are met:

- The majority of patrons at an event are expected to arrive within a short span of time (e.g., theater program, which has a definitive start time, or New Year's Eve party, where attendees typically arrive before midnight) and can be expected to queue at the building entrance;

- An event involves catering that requires cooking (open flames are not permitted inside the building, such that cooking typically takes place outside of the building, on portions of the sidewalk near building entrances); or.
- Trucks conducting load-in or load-out activities occupy portions of adjacent sidewalk along Julian Avenue.

With the proposed change of use for the Drill Court, building management would continue to apply for sidewalk occupancy permits from the SFMTA when one or more of these conditions are met. While increased frequency of events may result in a corresponding increase in the frequency of sidewalk occupancy (either partial or full), the average magnitude of the effect on pedestrian circulation along adjacent streets on a per-event basis would remain unchanged. The effects of sidewalk occupancy on pedestrian circulation along adjacent streets during existing events at the Armory is generally minor. While there is some reduction in circulation space available to pedestrians and some events may restrict pedestrian through-access along the adjacent section of Julian Avenue to the west side of the street, these effects would not result in hazardous or unsafe conditions.

The project also proposes to provide a new mid-block crosswalk across the west leg of the Woodward Street / 14th Street intersection, providing a high-visibility marked crossing for the public, including event attendees and valet parking staff crossing 14th Street between the surface lot at 344 14th Street / 1463 Stevenson Street (north side of 14th Street between Stevenson Street and Woodward Street, opposite the project site) and the Armory's main entertainment entrance.

Given these considerations, the effect of the proposed change of use for the Drill Court on pedestrian conditions, including the effects of event-generated foot traffic, vehicular traffic, and freight loading / service vehicle activities, would generally be expected to be minor and would not be substantially different from existing conditions during events already held at the site. As a result, the project would result in less than significant event-related impacts on pedestrian conditions.

While the project would not result in any significant event-related impacts on pedestrian conditions, Project Improvement Measure 2: Event Transportation Demand Management, as described above, would further reduce impacts on pedestrian conditions.

### **Bicycle**

The project site currently has 52 Class 1 bicycle parking spaces provided on the first floor of the building and 22 Class 2 bicycle parking spaces along the frontage of the building on 14th Street. For the office and PDR use, the proposed project would be required to provide a minimum of 27 Class 1 bicycle parking spaces and 6 Class 2 bicycle parking spaces. The existing bicycle parking spaces would be sufficient to meet these requirements.

The project site is located within convenient biking distance of Downtown and is located near several Citywide Bicycle Routes. As a result, a portion of the "other" trips would be assumed to be bicycle trips. Assuming all of the "other" trips were bicycle trips, the proposed office use would generate seven bicycle trips on surrounding streets in the weekday PM peak hour. Given the existing utilization of nearby bicycle facilities, the additional bicycle trips would not adversely affect nearby bicycle facilities or overall bicycle circulation in the area. Therefore, the proposed office use would have a less than significant impact on bicycle operations.

Although impacts to bicycle conditions would be less than significant, Project Improvement Measure 1: Transportation Demand Management, as described above, would help decrease project-generated

vehicle-trips and encourage use of alternative travel modes, minimizing the effects of vehicle-trips heading to and from the project site on bicycle conditions.

#### *Event Conditions*

Large events would be expected to take place during the evenings, when the office and PDR uses would be largely inactive. As such, the existing Class 1 bicycle parking would largely be available to employees and attendees for the event. The existing Class 1 bicycle parking spaces would be equivalent to that required for 500 employees for events with greater than 2,000 attendees. This would far exceed the typical personnel and staffing needs for events currently held (or expected to be held) at the venue, given that the maximum standing capacity of the Drill Court is 3,997 persons. As such, the existing supply of Class 1 bicycle parking spaces would be sufficient to meet Planning code requirements. The existing Class 2 bicycle parking spaces would be equivalent to the amount required for 800 attendees; event management would be required to provide additional Class 2 bicycle parking spaces at a rate of 1 space/50 attendees above 800 attendees. Event management currently provides additional Class 2 bicycle spaces for event attendees in an “attended facility” through a bicycle valet service on a temporary, as-needed basis, relative to the estimated attendance and expected nature of the event. The valet station would typically be located along 14<sup>th</sup> Street, near the building’s main entertain entrance at 333 14<sup>th</sup> Street. Event management would continue to provide an “attended facility” through a bicycle valet service to accommodate the remaining supply of Class 2 spaces required for events with greater than 2,000 attendees.

The effect of the proposed change of use for the Drill Court on bicycle conditions, including the effects of event-generated bicycle traffic, vehicular traffic, and freight loading / service vehicle activities, would generally be expected to be minor and would not be substantially different from existing conditions during events already held at the Armory. As a result, the project would result in less than significant event-related impacts on bicycle conditions.

While the project would not result in any significant event-related impacts on bicycle conditions, Project Improvement Measure 2: Event Transportation Demand Management Plan, as described above, would further reduce impacts on bicycle conditions.

#### **Loading**

The proposed project would maintain the existing freight loading / service vehicle access, with two curb cuts on Julian Avenue, including the curb cut at 47 Julian Avenue that provides direct access to the Drill Court and the first-floor interior of the building. At least three vehicles could be accommodated off-street in spaces measuring a minimum of 12 feet wide, 25 feet long, and 14 feet tall.

The project would generate demand for less than two freight loading/service vehicle space during the average hour and peak hour. The project’s proposed supply of freight loading/service vehicle spaces would exceed average hour and peak hour freight loading / service vehicle demand.

The existing freight loading/service vehicle spaces would accommodate weekly trash and recycling pick-up, daily deliveries (e.g., Federal Express, United States Postal Service), and load-in/load-out activities for events. Access to the proposed off-street freight loading area would be from Julian Avenue and would utilize the existing curb cuts to the Drill Court. Vehicles parked on-street on Julian Avenue should not present an obstacle to delivery/service vehicles, although some minor and temporary vehicular conflicts would be expected to occur when trucks enter or exit the loading dock. While project-generated freight loading/service vehicle activities would not introduce new potential points of conflict for traffic, transit,

bicycles, or pedestrians, the improvement measures identified below would minimize the potential for such conflicts.

Project Improvement Measure 3: Coordinate Loading Activities would require the scheduling and coordination of freight loading/service vehicle activities with building management. Project Improvement Measure 4: Truck Parking would discourage freight loading/service vehicles from parking illegally (e.g., double parking, or parking in red zones) and disrupting traffic, transit, bicycle, or pedestrian circulation on any public rights-of-way immediately adjacent to the project site along Julian Avenue, 14th Street, or Mission Street.

#### *Event Conditions*

As discussed previously, the proposed project would not increase the maximum capacity of the Drill Court, nor would the maximum event attendance change. The proposed project would not dramatically change the types of events held at the Armory but would host events more frequently and host multi-day events. As such, the average intensity of event-related freight loading / service vehicle activities and the associated secondary effects on traffic, transit, bicycle, and pedestrian conditions on a per-event basis would remain unchanged, although the overall frequency of these activities could increase.

The load-in and load-out activities generally take place outside of the weekday peak periods, either during the midday period (9:00 AM to 3:00 PM) or during the evening and late evening periods (7:00 PM or 8:00 PM to midnight). As such, these activities would not coincide with commute-period travel during the weekday AM and PM peak periods, helping to minimize effects on traffic, transit, bicycle, and pedestrian conditions. Building management also currently applies for sidewalk occupancy permits with the SFMTA when one or more of the following conditions are met:

- The majority of patrons at an event are expected to arrive within a short span of time (e.g., theater program, which has a definitive start time, or New Year's Eve party, where attendees typically arrive before midnight) and can be expected to queue at the building entrance;
- An event involves catering that requires cooking (open flames are not permitted inside the building, such that cooking typically takes place outside of the building, on portions of the sidewalk near building entrances); or.
- Trucks conducting load-in or load-out activities occupy portions of adjacent sidewalk along Julian Avenue.

With the proposed change of use for the Drill Court, building management would continue to apply for sidewalk occupancy permits from the SFMTA when one or more of these conditions are met. While increased frequency of events may result in a corresponding increase in the frequency of sidewalk occupancy (either partial or full), the average magnitude of the effect on pedestrian circulation along adjacent streets on a per-event basis would remain unchanged. The effects of sidewalk occupancy during existing events at the Armory on pedestrian circulation along adjacent streets is generally minor. While there is some reduction in circulation space available to pedestrians and some events may restrict pedestrian through-access along the adjacent section of Julian Avenue to the west side of the street, these effects would not result in hazardous or unsafe conditions.

Given these considerations, the effects of the proposed change of use for the Drill Court on traffic, transit, bicycle, and pedestrian conditions would not be substantially different from existing conditions during events already held at the Armory. As a result, the project would result in less than significant event-related impacts associated with freight loading / service vehicle activities.

While the project would not result in any significant event-related impacts associated with freight loading service vehicle activities, Project Improvement Measure 2: Event Transportation Demand Management Plan, as previously described would further reduce impacts associated with freight loading/service vehicle activities.

### **Emergency Access**

Emergency vehicle access to the project site would be provided primarily from Mission Street and 14th Street, with additional access available from Julian Avenue. There are three fire stations within one mile of the project site, with the nearest fire station (Fire Station #6) located at 135 Sanchez Street, about 0.7 miles west of the project site. The next-nearest fire stations are located about 0.8 mile from the project site: Fire Station #7 is located southeast of the project site at 2300 Folsom Street (Folsom Street / 19th Street) and Fire Station #36 is located north of the project site at 109 Oak Street (Oak Street / Franklin Street).

All streets abutting the project site are sufficiently wide enough to accommodate emergency vehicle access. During peak commute times, general traffic congestion throughout the project study area may result in minor delays to emergency vehicle response, but any such delays would generally not be substantial enough to constitute a significant impact. The project does not include any modifications to the existing roadway network that would affect general circulation patterns or access for emergency vehicles. Overall, emergency vehicle access with the project would be similar to emergency vehicle access under Existing Conditions. Given these considerations, the proposed project would result in a less than significant impact to emergency vehicle access.

### *Event Considerations*

As discussed previously, the proposed project would not increase the maximum capacity of the Drill Court, nor would the maximum event attendance change. The proposed project would not dramatically change the types of events held at the Armory but would host events more frequently and host multi-day events. As such, the average magnitude of potential event-related effects to emergency vehicle access on a per-event basis would remain unchanged, although these effects could occur more frequently than they do currently. Vehicular traffic generated by events currently held at the Armory may result in minor delays to emergency vehicle response, but any such delays would generally not be substantial enough to constitute a significant impact. In addition, most events at the Armory currently take place outside of the weekday peak periods, when traffic congestion is lower and emergency vehicle response times would generally be less variable, and this would continue to be the case.

Given these considerations, the effect of the proposed change of use for the Drill Court on emergency vehicle access, including the effects of event-generated vehicular traffic, would generally be expected to be minor and would not be substantially different from existing conditions during events already held at the Armory. As a result, the proposed project would result in less than significant event-related impacts on emergency vehicle access.

While the project would not result in any significant event-related impacts on emergency vehicle access, Project Improvement Measure 2: Event Transportation Demand Management Plan, as described previously, would further reduce impacts on emergency vehicle access.

### **Construction**

The proposed project would not involve any major construction activities. For any required construction, work is expected to occur Monday through Friday from 7:00 AM to 5:00 PM. Saturday work would occur

from 8:00 AM to 4:00 PM on an as-needed basis, in compliance with the San Francisco Noise Ordinance and Department of Building Inspection permit provisions.

Construction staging and some parking for construction workers would be expected to occur within the confines of the project site, specifically within the interior of the Drill Court and the portions of the basement level (78,000 square feet) immediately below the Drill Court. Both areas are accessible via the freight door openings and curb cuts from Julian Avenue; as such, little to no off-site staging would be required. It is anticipated that no sidewalks, regular travel lanes, or Muni bus stops would need to be closed or relocated during construction. If it is determined that sidewalk or travel lane closures would be needed, the closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures and other temporary traffic and transportation changes must be coordinated through SFMTA’s Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and require a public meeting. As part of this process, the construction management plan may be reviewed by SFMTA’s Transportation Advisory Committee to resolve internal differences between various transportation modes. The Project Sponsor would follow the Regulations for Working in San Francisco Streets (“The Blue Book”) and would provide reimbursement to SFMTA for installation and removal of temporary striping and signage changes required during project construction.

Overall, for the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and would not contribute considerably to cumulative transit impacts that were identified in the Eastern Neighborhoods PEIR.

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would not involve pile driving or other noisy construction activities so PEIR Mitigation Measures F-1 and F-2 would not apply.

Eastern Neighborhoods PEIR Mitigation Measures F-3 and F-4 require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn) or near existing noise-generating uses. The proposed project would not include noise-sensitive uses so PEIR Mitigation Measures F-3 and F-4 would not apply. Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The Armory is a masonry building that is currently used for film production. The proposed project would involve a change of use of approximately 119,600 square feet of film production use to office use. Approximately 39,920 square feet would remain production, distribution, and repair uses. Operational noise is not anticipated to substantially increase from the change of use from film production to office uses.

The proposed project would involve the change of use for the 39,920-square-foot Drill Court, which is completely within the existing masonry structure, to nighttime entertainment use. While events are currently hosted within the Drill Court and include activities such as performances, dances, fundraisers, and community events, the change of use to nighttime entertainment use would increase the number of events hosted at the Drill Court and thus potentially increasing the frequency of noise-generating events at the project site. Therefore, PEIR Mitigation Measure F-5, as listed below, would apply to the proposed project.

In accordance with PEIR Mitigation Measure F-5, the project sponsor has conducted an environmental noise study<sup>12</sup> demonstrating that the proposed use could feasibly comply with the requirements of the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Commercial operational noise is regulated by the Noise Ordinance. The Noise Ordinance stipulates that

<sup>12</sup> Charles M. Salter Associates, Inc., Armory Drill Court, 1800 Mission Street San Francisco, CA Environmental Noise Assessment, November 3, 2015.



no person shall produce or allow to be produced by any machine or device, music or entertainment or any combination of same, on commercial or industrial property over which the person has ownership or control, a noise level more than eight dBA above the local ambient at any point outside of the property plane. Additionally, with respect to noise generated from a licensed Place of Entertainment or licensed Limited Live Performance Locale, in addition to the above dBA criteria, a secondary low frequency dBC criteria shall apply to the definition above. No noise or music associated with a licensed Place of Entertainment or licensed Limited Live Performance Locale shall exceed the low frequency ambient noise level defined in Section 2901(f) by more than 8 dBC. A survey of existing ambient noise levels was conducted in the vicinity of the project site at Mission Street/14<sup>th</sup> Street and Stevenson Street/14<sup>th</sup> Street, where residential noise-sensitive receptors are located. Noise measurements were conducted during the following two time periods: 1) Thursday, August 27, 2015, through Monday, August 31, 2015 (August period), and 2) Thursday, September 10, 2015 through Monday, September 14, 2015 (September period). The September period included a party on Saturday, September 12, 2015 from 8:00 PM to 12:30 PM with a DJ to assess existing noise during events with amplified music.

As presented in Table 2, during the August period, noise levels ranged from 48 to 62 dBA and 54 to 71 dBC. During the September period, noise levels ranged from 48 to 62 dBA and 55 to 70 dBC. For a conservative analysis, the noise levels during the event on Friday, September 12, 2015 from 8 PM. to 12:30 PM were compared to noise levels from the Friday during the August period for the same time duration. During that time period, noise levels did not increase by 8dBA or dBC. As presented in Table 2, noise levels at Mission/14<sup>th</sup> were 2dBA and 3dBC higher during the event period and noise levels at Stevenson/14<sup>th</sup> Street were 2dBA and 7 dBC higher. However, noise levels did not increase substantially when the event was underway compared to pre-event ambient noise levels. Future nighttime events at the Armory may result in event noise levels similar to those measured during the September 12, 2015 party and thus, it is anticipated that future events would comply with the Noise Ordinance acoustical criteria and would not result in a violation or exceedance of the noise limit requirements of the San Francisco Noise Ordinance.

**Table 2 - Summary of Noise Measurements**

<i>Measurement Location</i>	<i>Location Description</i>	<i>Existing Range of 15-Minute Noise Levels L<sub>90</sub>(15)</i>		<i>Highest dB Increase over Existing Ambient Noise L<sub>90</sub>(15) During Event</i>
		<i>Non-Event</i>	<i>Event</i>	
L1 (dBA)	Mission Street and 14th Street	48 to 61	48 to 62	2
L2 (dBA)	Stevenson Street and 14th Street	44 to 62	47 to 61	5
L1 (dBC)	Mission Street and 14th Street	55 to 71	56 to 70	3
L2 (dBC)	Stevenson Street and 14th Street	54 to 71	55 to 70	7

Source: Charles M. Salter Associates, Inc., 2015.

The proposed project would increase the number of events at the Armory but would not increase the capacity of the Drill Court. Because of the increased frequency of large events with the proposed project, nearby residents would be subject to increased, more frequent noise levels above the ambient noise level. Although the increased frequency of noise levels associated with large events would be noticeable and could be perceived as an annoyance to some surrounding residents, none of the occurrences would individually exceed the noise requirements of the San Francisco Noise Ordinance or result in a substantial increase in existing ambient noise levels.

Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise sensitive uses. The proposed project would not include any open space as required by the Planning Code so PEIR Mitigation Measure F-6 would not apply.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, criteria 5e and f from the CPE Checklist are not applicable.

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

---

	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>Topics:</b>				
<b>6. AIR QUALITY—Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses<sup>13</sup> as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, PEIR Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.

**Construction Dust Control**

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The proposed project would not involve any major construction activities nor any soil disturbance. The proposed project would not involve any physical alterations to the exterior of the building. No major construction activities are anticipated for the Drill Court. There may be minor tenant improvements such as soundproofing of doors and installation of a new door in the building interior within the Drill Court. As part of the change of use to office, no

<sup>13</sup> The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

construction activities are anticipated at this time. However, future minor tenant improvements may occur when tenants are secured and these tenant improvements would be subject to their own environmental review. As the proposed project would not involve any soil disturbance and minor tenant improvements would occur within the existing building, the proposed project would not have the potential to produce substantial exterior visible dust, the Construction Dust Control Ordinance and subsequently the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control would not apply to the proposed project.

### **Criteria Air Pollutants**

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”<sup>14</sup> The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria<sup>15</sup> for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project would not involve major construction activities so there would be no substantial criteria air pollutant emissions related to construction. Criteria air pollutant emissions during operation of the proposed project would meet the Air Quality Guidelines screening criteria as the change of use for the 200,400 square foot building would not exceed the operational screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

### **Health Risk**

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

---

<sup>14</sup> San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

<sup>15</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

**Construction**

While the project site is located within an identified Air Pollutant Exposure Zone, as further described above, the proposed project would not involve major construction activities. Therefore, the project construction would not result in an ambient health risk to sensitive receptors from air pollutants and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

**Siting Sensitive Land Uses**

The proposed project would not include development of sensitive land uses. Therefore, the project would have no impact related to siting of new sensitive land uses and PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable.

**Siting New Sources**

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

**Conclusion**

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO<sub>2</sub>E<sup>16</sup> per

<sup>16</sup> CO<sub>2</sub>E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

service population,<sup>17</sup> respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy<sup>18</sup>, which is comprised of regulations that have proven effective in reducing San Francisco’s overall GHG emissions; GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020.<sup>19</sup> Other existing regulations, such as those implemented through Assembly Bill (AB) 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts due to greenhouse gas emissions beyond those analyzed in the Eastern Neighborhoods PEIR.

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

**Wind**

The proposed project would not involve any physical alterations to the exterior of the existing building and would not result in the expansion of the existing building in any way. Therefore, the proposed project would not cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

**Shadow**

The proposed project would not involve any physical alterations to the exterior of the existing building and would not result in the expansion of the existing building in any way. Therefore, the proposed

<sup>17</sup> Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

<sup>18</sup> Reuben, Junius & Rose, LLP, Greenhouse Gas Analysis Compliance Checklist for 1800 Mission Street, November 10, 2015.

<sup>19</sup> 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.

project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>9. RECREATION—Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR.

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where proposed new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17<sup>th</sup> and Folsom, are both set to open in 2016. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to “Transportation” section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been

conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

As the proposed project would not degrade recreational facilities and is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes City-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged



droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City’s sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>11. PUBLIC SERVICES—Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services , including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plan and therefore, does not support habitat for any candidate, sensitive or special status species. Moreover, the proposed project would not involve any physical alterations to the exterior of the existing building and would not involve ground disturbance or major construction activities. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

The proposed project would not involve soil disturbance/excavation, any physical alterations to the structure of the existing building, or any shoring, underpinning, retaining wall work, or grading activities.

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

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The proposed project would not change the amount of impervious surface coverage at the project site. As a result, the proposed project would not increase stormwater runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

**Hazardous Building Materials**

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials

addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. As the proposed project would not involve demolition or substantial interior renovations, Mitigation Measure L-1 would not apply to the proposed project.

**Soil and Groundwater Contamination**

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

While the project site is located within a Maher Zone, the proposed project would not involve any excavation/soil disturbance or any construction activities so there would be no potential to encounter hazardous materials. Therefore, the project is not subject to the Maher Ordinance and would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout

the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the scope of the development evaluated under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

## MITIGATION MEASURES AND IMPROVEMENT MEASURES

**Project Mitigation Measure 1: Siting of Noise-Generating Uses (Mitigation Measure F-5 in the Eastern Neighborhoods PEIR).** To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 2909I, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

**Project Improvement Measure 1: Transportation Demand Management Plan.** The Planning Department and the SFMTA have partnered with the Mayor's Office of Economic and Workforce Development and the San Francisco County Transportation Authority to study the effects of implementing TDM measures on the choice of transportation mode. The Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The Project Sponsor (or transportation broker) has chosen to implement the following measures as part of the Armory's TDM program:

- TDM Coordinator

The Project Sponsor will identify a TDM Coordinator for the Project site. The TDM Coordinator will be responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project. The TDM Coordinator may be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator may be an existing staff member (e.g., property manager); the TDM Coordinator would not be required to work full-time at the project site. However, the TDM Coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator would provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

- Transportation and Trip Planning Information

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



- *New-hire packet:* The Project Sponsor will provide a transportation insert for the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car-share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. The Project Sponsor will also provide Muni maps, San Francisco bicycle and pedestrian maps upon request.
- *Posted information:* The Project Sponsor will provide a local map in a prominent and visible location, such as within a building lobby. The local map will clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors.
- Data Collection:
  - *City Access.* As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and / or intercept surveys and / or other types of data collection. All on-site activities will be coordinated through the TDM Coordinator. The Project Sponsor will assure future access to the site by City staff.
  - *TDM Program Monitoring.* The Project Sponsor will collect data and make monitoring reports available for review by the Planning Department. Ideally, monitoring reports would be submitted biannually for eight years starting at 85 percent building occupancy. The monitoring report would include trip counts and / or intercept surveys, a travel diary or stated preference survey, a property manager / coordinator survey, and travel demand information, or a comparable alternative methodology and components as approved and provided by City staff. See the “TDM Monitoring” section below for additional information.
- Bicycle Measures:
  - *Bicycle Fleet.* The Project Sponsor will provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants.
  - *Parking.* The Project Sponsor will increase the number of on-site secured bicycle parking beyond *Planning Code* requirements and / or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces).
  - *Bay Area Bike Share.* The Project Sponsor will cooperate with the SFMTA, San Francisco Department of Public Works, and / or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project’s frontage. See the “Bicycle Sharing” section below for additional information.
  - *Funding.* Within one year after final certification of completion for the project, the Project Sponsor will contact in writing the SFMTA, San Francisco Department of Public Works, and / or Bay Area Bike Share (agencies) to fund the installation of up to 20 new bicycle racks and / or one or more bike share stations (bicycle facilities) on public right-of-way locations adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces). See the “Bicycle Sharing” section below for additional information.
- TDM Monitoring

The Planning Department will provide the TDM Coordinator with a separate building transportation survey that documents which TDM measures have been implemented during the

reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency). The building transportation survey will be completed by the TDM Coordinator and submitted to City staff within 30 days of receipt. The Project Sponsor will also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to building lobbies, etc. will be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 AM and 8:00 PM on both weekdays and weekends.

- Bicycle Sharing

The Project Sponsor will contact Bay Area Bike Share (or its successor entity) to determine whether it would be interested and able to fund and install a new bicycle sharing station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas).

If Bay Area Bike Share is not interested in or unable to fund and install a new bicycle sharing station, as indicated in writing, the Project Sponsor shall not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund and install a new bicycle sharing station immediately adjacent to the project site within the time period specified above, the Project Sponsor will make best efforts to accommodate a new bicycle sharing station. The Project Sponsor will coordinate with Bay Area Bike Share to obtain all city permits necessary and to design and install a station immediately adjacent to the Project site in the public right-of-way. If the City agencies responsible for issuing the permits necessary to provide the new bicycle sharing station space reject the Project Sponsor's application despite Project Sponsor's best efforts, the Project Sponsor shall not be obligated to provide such space.

**Project Improvement Measure 2: Event Transportation Demand Management Plan.** The Project Sponsor (or transportation broker) will develop and implement an event TDM program to minimize the transportation-related effects of events at the project site. The event TDM program will formalize many of the procedures that building management already executes as part of existing events held at the building, but also includes additional provisions such as a bicycle valet program and other measures that are not currently implemented at the project site. The proposed event TDM program will include (but not be limited to) the following components:

- Automobile Valet Parking

Building management currently offers a valet program for larger events, contracting with property owners and parking operators of surface parking lots in the surrounding area on a temporary as-needed basis to provide off-site parking for event attendees. When the valet program is in effect, building management reserves curb space along 14th Street adjacent to the main entertainment entrance to serve as a valet pick-up / drop-off station. These measures should be continued with the project for medium-sized and large events held at the building.

- Passenger Loading

The project would retain the existing passenger loading (white) zone measuring approximately 21 feet 10 inches in length along the 14th Street frontage of the project site west of the main entertainment entrance. As this space only provides enough curb space to accommodate approximately one vehicle, the Project Sponsor should periodically review passenger loading

conditions during events to ensure that sufficient curbside accommodations are provided along 14th Street and that such activities do not disrupt traffic and bicycle circulation along 14th Street, particularly for bicyclists traveling in the adjacent bicycle lane. If necessary, the Project Sponsor should work with the SFMTA to extend the passenger loading zone or designate additional curb space along the south side of 14th Street as a separate passenger loading zone.

- Freight Loading / Service Vehicle Activities

Load-in (pre-event) and load-out (post-event) activities on weekdays currently take place outside of the weekday AM and PM peak periods, typically either during the midday period or during the evening and early evening periods. These measures should be continued with the project, and load-in / load-out activities during the weekday AM or PM peak periods should be avoided to minimize effects on traffic, transit, bicycle, and pedestrian conditions. Building management should continue to actively manage load-in and load-out activities through truck scheduling and coordination with SFMTA regarding sidewalk occupancy permits or reservation of curb space for trucks. Building management should also be available on as-needed basis to assist truck drivers arriving at or departing the project site with respect to blind spots and maneuverability into and out of on- and off-street freight loading / service vehicle spaces, to ensure the safety of bicyclists and pedestrians along Julian Avenue. Double-parking or illegal parking in red zones such as bus stops should be prohibited, and disruptions to transit service should be avoided.

- Bicycle Valet Parking

The 22 Class 2 bicycle parking spaces provided along the 14th Street frontage of the building are currently under-utilized by event attendees. The Project Sponsor should periodically review the demand for bicycle parking among event attendees to determine whether increasing the supply of event bicycle parking or improving the quality of event bicycle parking is necessary. In particular, the Project Sponsor could implement a trial bike valet program working with the San Francisco Bicycle Coalition or other event-related bicycle valet program operators to determine whether the low utilization of the existing Class 2 spaces is representative of actual demand for bicycle parking, or whether there is latent and unmet demand for bicycle parking due to the lack of safe, secure parking protected from the elements. This trial program could be implemented using the existing Class 1 spaces provided within the building or a separate space in the Drill Court / first floor or elsewhere in the building, and could be made a permanent program for events if it proves successful in attracting sufficient demand.

- Event Ticketing and Sidewalk Occupancy

Building management currently applies for sidewalk occupancy permits from the SFMTA for events where queuing at the building's main entertainment entrance may be expected. When feasible, ticketing procedures and event space planning should seek to minimize the need to obtain sidewalk occupancy permits to accommodate attendee queuing. Providing queuing space near the main entertainment entrance, but within the building, for example, could help alleviate or eliminate the need for queuing to take place outside of the building. In the event that sidewalk occupancy permits must be obtained, full closure of adjacent sidewalks, including the east sidewalk along Julian Avenue, should be avoided unless absolutely necessary. If full closure of the sidewalk is required, the adjacent parking or travel lane should also be reserved through the SFMTA to eliminate the need for forced detours and ensure continuity of pedestrian access along the frontages of the Project site during large events.

**Project Improvement Measure 3: Coordinate Loading Activities.** Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the curbside loading spaces. All regular events requiring use of the loading space (e.g., retail deliveries, building service needs) should be coordinated directly with building management.

**Project Improvement Measure 4: Truck Parking.** Trucks should be discouraged from parking illegally or obstructing traffic, transit, bicycle, or pedestrian flow along any of the streets immediately adjacent to the building (i.e., Julian Avenue, 14th Street, and Mission Street).