



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2014.0948ENV
Project Address: 344 14th Street & 1463 Stevenson Street
Zoning: UMU (Urban Mixed Use) Use District
PDR-1-G (Production, Distribution & Repair-1-General) Use District
58-X Height and Bulk District
40-X Height and Bulk District
Block/Lots: 3532/013 and 021
Lot Size: 23,301 square feet (0.53 acres)
Plan Area: Eastern Neighborhoods Area Plan (Mission Area)
Project Sponsor: Chris Haegglund, BAR Architects 415-293-5700
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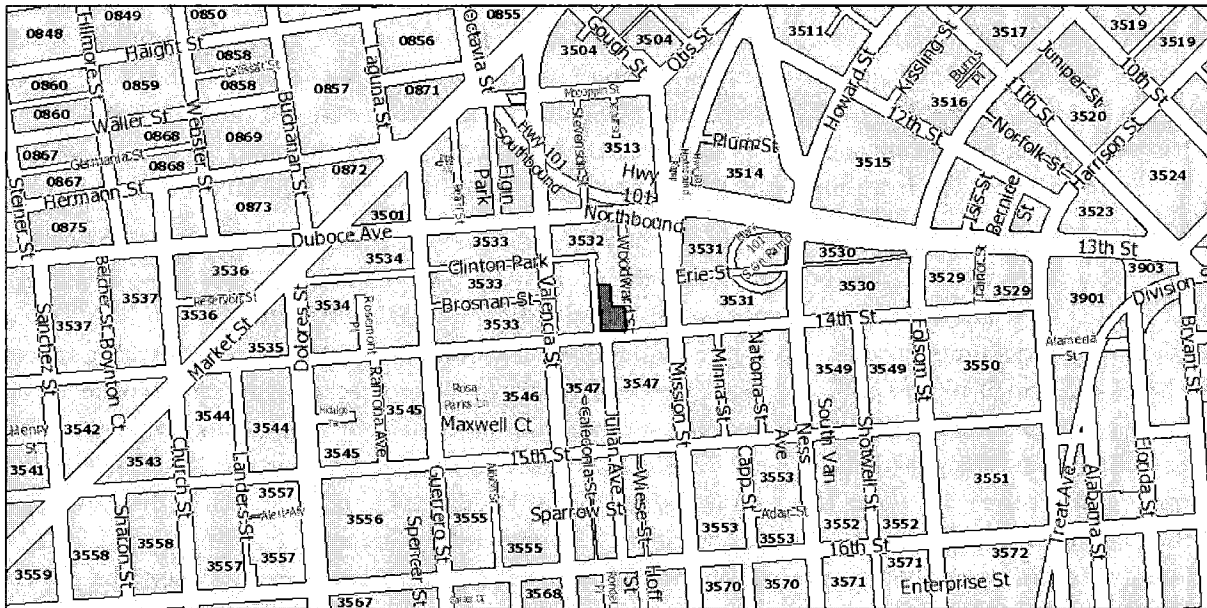
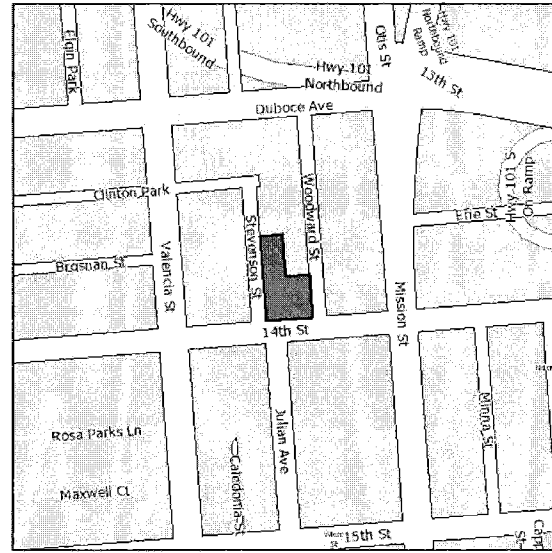
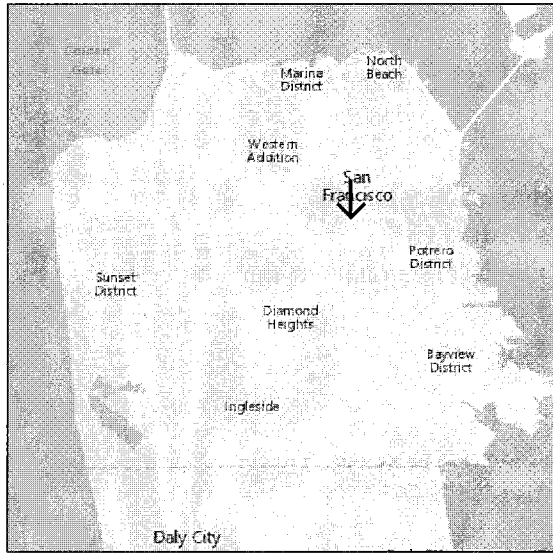
PROJECT DESCRIPTION

The project site consists of two adjacent lots located on the block bounded by 14th Street to the south, Stevenson Street to the west, Duboce Avenue to the north and Woodward Street to the east in San Francisco's Mission neighborhood (see Figure 1. Project Location). Assessor's Block 3532, Lot 13 (344 14th Street) is a 15,664 square foot (sf) lot that occupies the entire 14th Street frontage of the subject block and also has frontages on Stevenson and Woodward Streets. Lot 21 (1463 Stevenson Street) is a 7,637 sf lot that fronts Stevenson Street. Both are currently used as one surface parking lot and total 23,301 square feet.

The proposed project includes the merger of the two lots and the construction of two buildings on the project site (see Figures 2 – 17, below). On Lot 13, the proposed project includes a 7-story-over-basement, 78-foot-tall (83 feet tall with elevator penthouse) mixed-use residential building. The building would include 56 residential units, approximately 5,650 square-feet of ground floor retail space, 42 parking spaces in the basement, and 57 bicycle parking spaces. On Lot 21, the proposed project would include construction of a 3-story-over-basement, 40-foot-tall building (exclusive of a 10-foot tall stair penthouse) with 6,200 square feet of Production, Distribution, and Repair (PDR) uses on the ground floor and 13,160 sf of Small Enterprise Workspace (SEW) uses throughout the rest of the building, 4 parking spaces in the basement, and two bicycle parking spaces on the ground floor. The mixed-use residential building would include 4,015 square feet of rooftop open space on the fourth, fifth and seventh floors. As proposed, the project would require waivers, concessions, and/or incentives from Planning Code physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a proposed building height 20 feet above the 58-foot height limit on the project site.

Both buildings on the site would share a single basement level for parking. Basement parking would be accessed from an 18-foot curb cut on Stevenson Street. The proposed project would remove two existing curb cuts (a 22-foot curb cut on 14th Street and a 12-foot curb cut on Stevenson Street) and relocate an existing 18-foot curb cut on Stevenson Street 36 feet north of its current location. The proposed project

Figure 1. Project Location



Source: San Francisco Planning Department

would require excavation to a depth of 14 feet for the basement parking and would excavate 12,083 cubic yards of soil. There would be no excavation, shoring or construction work for the basement walls and foundation within ten feet of the project's interior property lines which abut properties to the north of the project site on Stevenson Street (1441 Stevenson Street) and Woodward Street (82/84 Woodward Street).¹ Construction is estimated to last 18 months. The proposed project would include the removal of four trees on Lot 13 and the planting of 21 street trees on Stevenson, Woodward and 14th streets. Figures 2-17 include the proposed site plan, floor plans for each level of the proposed project, including the roof, as well as elevations of the proposed project from Woodward, Stevenson and 14th streets.

The proposed 344 14th Street/1463 Stevenson Street project would require the following approvals:

- Pursuant to Planning Code section 329, the proposed project requires a Large Project Authorization for new construction over 25,000 square feet from the Planning Commission;
- A rear yard exception is being sought from the Planning Commission under Planning Code section 134.

The proposed project would also require the issuance of demolition and building permits by the Department of Building Inspection and approval of a lot merger from San Francisco Public Works.

CUMULATIVE SETTING

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

The proposed project is located within the area of the city addressed under the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 9,858 housing units and 6.6 million square feet of non-residential uses and a reduction of up to 4.9 million square feet of production, distribution, and repair (PDR) uses. The cumulative impact analysis provided in this initial study uses updated analysis as needed to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Eastern Neighborhoods PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Eastern Neighborhoods relied on 2025 cumulative transportation projections.

Additionally, the following is a list of reasonably foreseeable projects within one-quarter mile of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects).

- 1500-1528 15th Street (Case No. 2016-011827ENV) – The proposed project is a group housing project with two options, including a Code Compliant plan with 138 residential units and a State Density Bonus version with 184 residential units.

¹ Rockridge Geotechnical, Letter Re: Geotechnical Consultation 344 14th Street, January 8, 2019.

- 1601 Mission Street (Case No. 2015-009460ENV) – The proposed project would demolish an existing 4,429-square-foot gas station and car wash and construct a 120-foot-tall, 12-story mixed-use building containing 200 dwelling units; 6,756 square feet of retail space; and 102 below-grade parking spaces that would be accessed from South Van Ness Avenue.
- 1721 15th Street (Case No. 2016-008652ENV) – The project includes the demolition of the existing building and construction of a 55-foot-tall, five-story, mixed-use building approximately 35,100 square feet (sf) in size. The project would include 24 dwelling units.
- 1801 and 1863 Mission Street (Case No. 2015-012994ENV) – Construction of two new residential buildings in existing parking lots. The projects would include 17 dwelling units and retail space on site one, 37 residential units and retail on site two.
- 1900 Mission Street (Case No. 2013.1330ENV) – The proposed project would demolish the existing 1,690 sq. ft. automotive repair station and construct a 16,022 gross sq. ft., seven-story, 75-foot tall mixed-use building that includes 805 sq. ft. of ground-floor commercial space.
- 1924 Mission Street (Case No. 2014.0449ENV) -- The proposed project would demolish existing autobody shop and construct a new 13 unit apartment building with ground floor retail space.
- 1950 Mission Street (Case No. 2016-001514ENV) – The proposed project would demolish 11 modular wood framed buildings and construct 2 buildings with 157 units of affordable housing.
- 1965 Market Street (Case No. 2015-002825ENV) -- The proposed project would construct a mixed-use building with approximately 3,760 sf of ground-floor retail, below grade parking and 96 residential units. Along Market Street the proposed project would rise to a total height of 72 feet in seven levels. Immediately to the east on the site of a 9,000 sf parking lot on Duboce Avenue, new construction would rise to a total height of 83 feet in eight levels.
- 1979 Mission Street (Case No. 2013.1543ENV) -- The project proposes to demolish all existing improvements on the project site and to construct a 5 to 10 story up to 105' high, 345,013 sq.ft. building. The project would construct 351 residential units.
- 198 Valencia Street (Case No. 2013.1458ENV) – The proposed project includes the demolition of an existing 1 story commercial structure, and the construction of a 5-story building with 28 residential units and ground floor commercial space.
- 235 Valencia Street (Case No. 2016-007877ENV) -- The proposed project would include four residential stories above a commercial ground floor. The project proposes 50 residential units.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study 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).² The initial study considers 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, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area as appropriate, 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. 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 include construction of 56 dwelling units, approximately 5,650 sf of ground-floor retail and approximately 19,360 sf of SEW and PDR uses (6,200 square feet of PDR uses and 13,160 sf of SEW uses), as well as 46 parking spaces and 4,015 sf of shared open space. As discussed below in this initial study, 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.

REGULATORY CHANGES

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 implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see "CEQA section 21099" 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

² 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.

by various city agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program .

- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- 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 initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

CEQA SECTION 21099

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets 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.³ Project elevations are included in the project description (see Figures 12 – 14, below). CEQA section 21099(b)(1) also requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*⁴ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted

³ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 344 14th Street and 1463 Stevenson Street, July 12, 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. 2014.0948ENV.

⁴ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

[Continued on the page 24.]

Figure 2: Proposed Site Plan

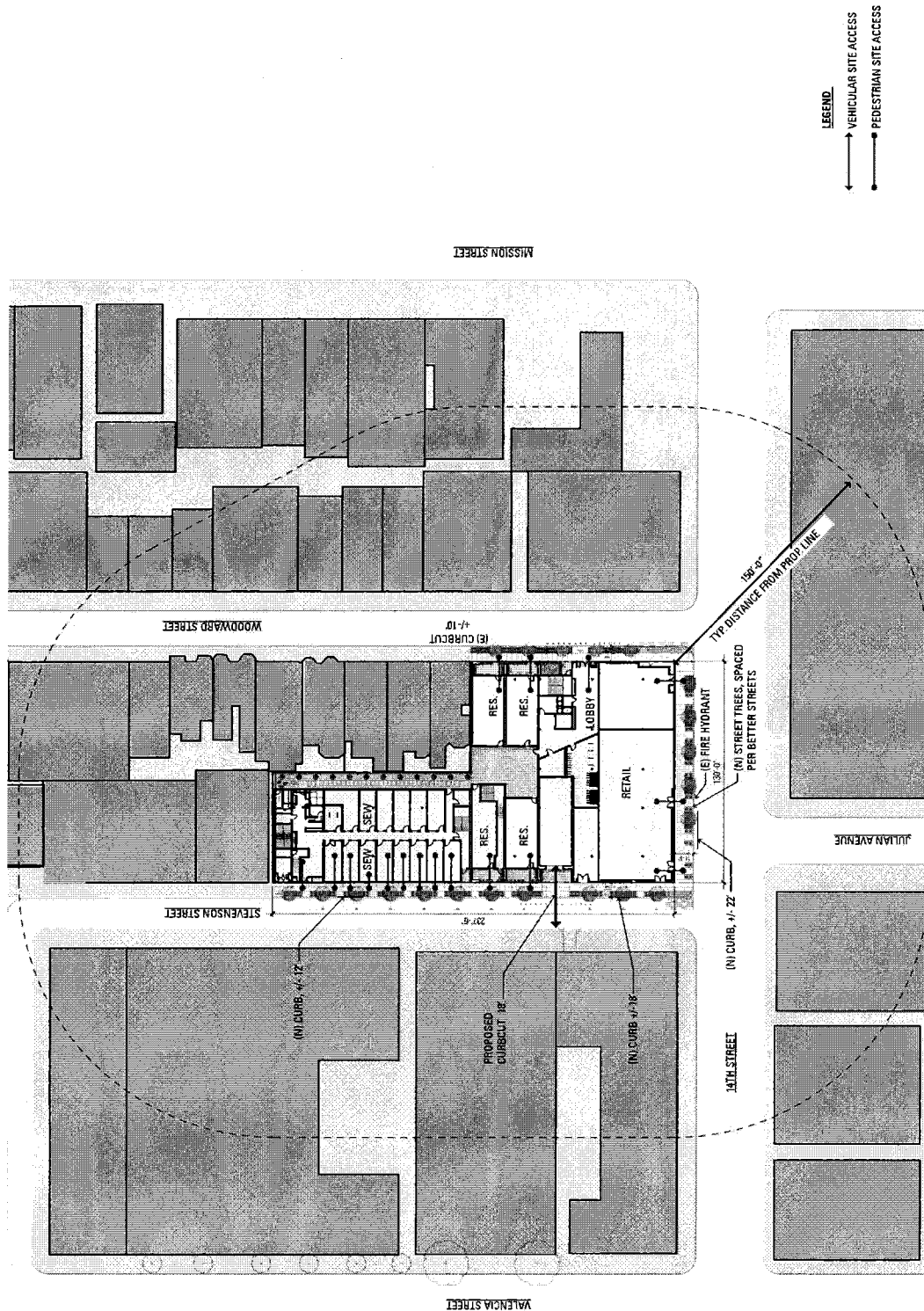


Figure 3. Proposed Basement Plan

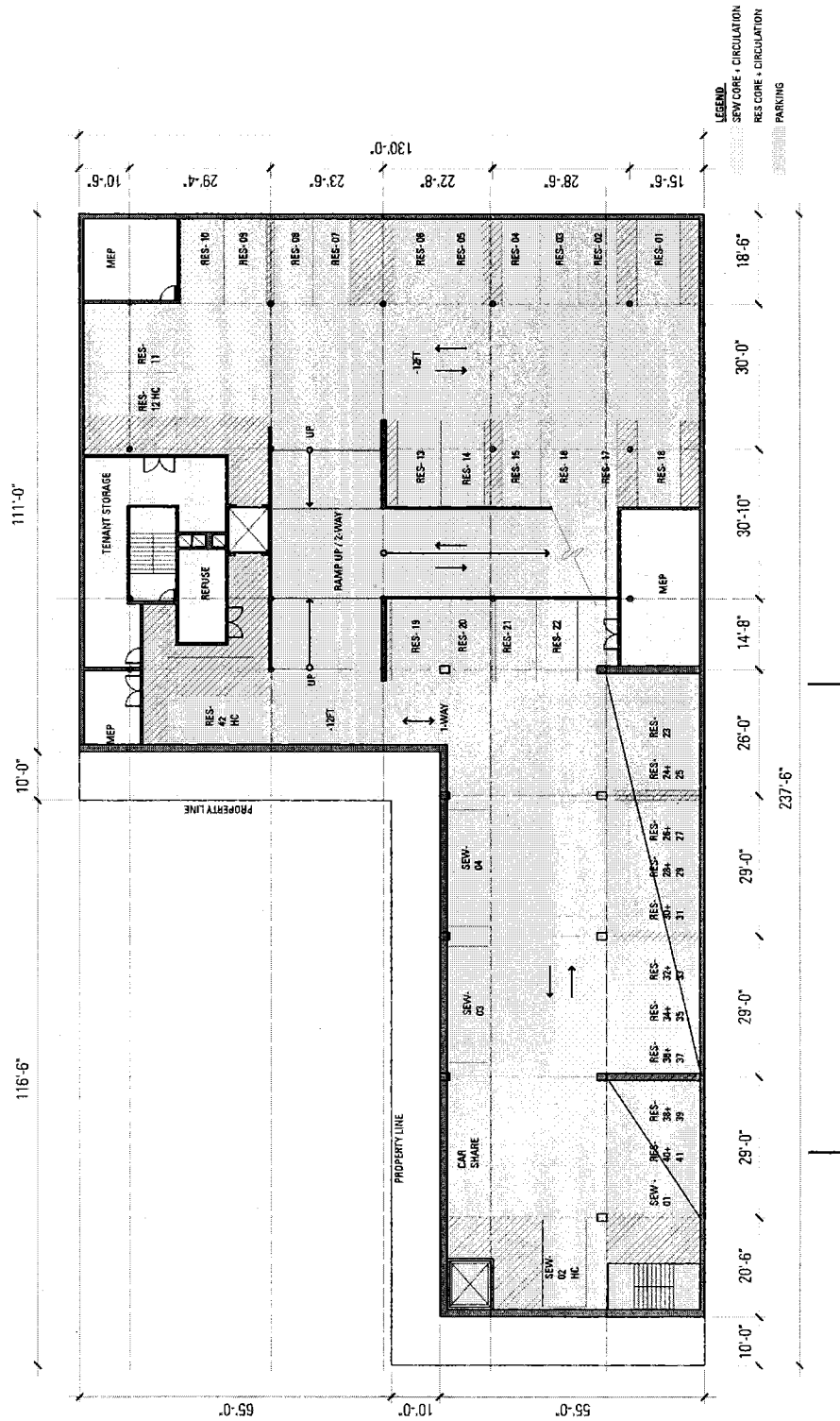


Figure 4. Proposed Ground Floor Plan

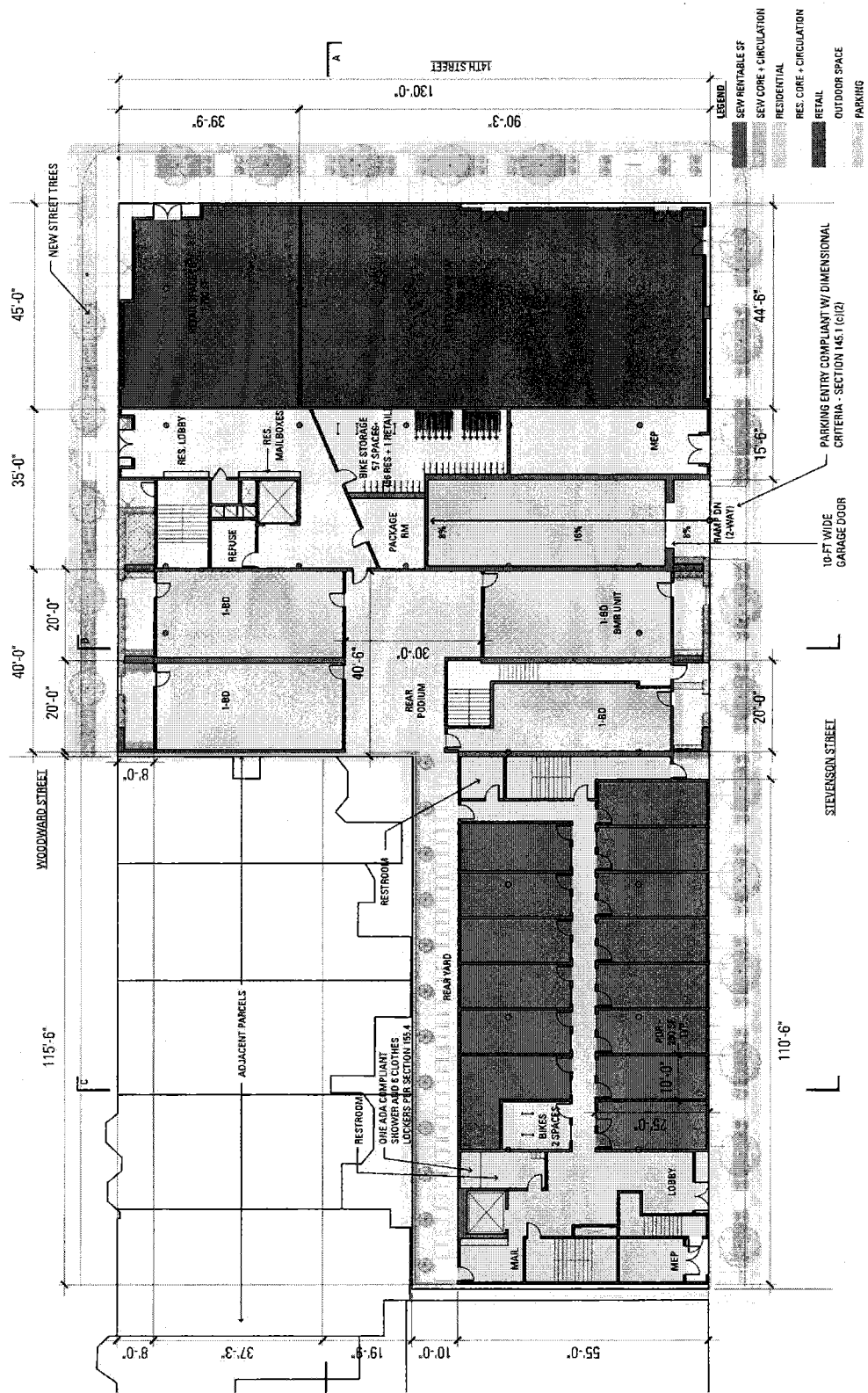


Figure 5. Proposed Second Floor Plan

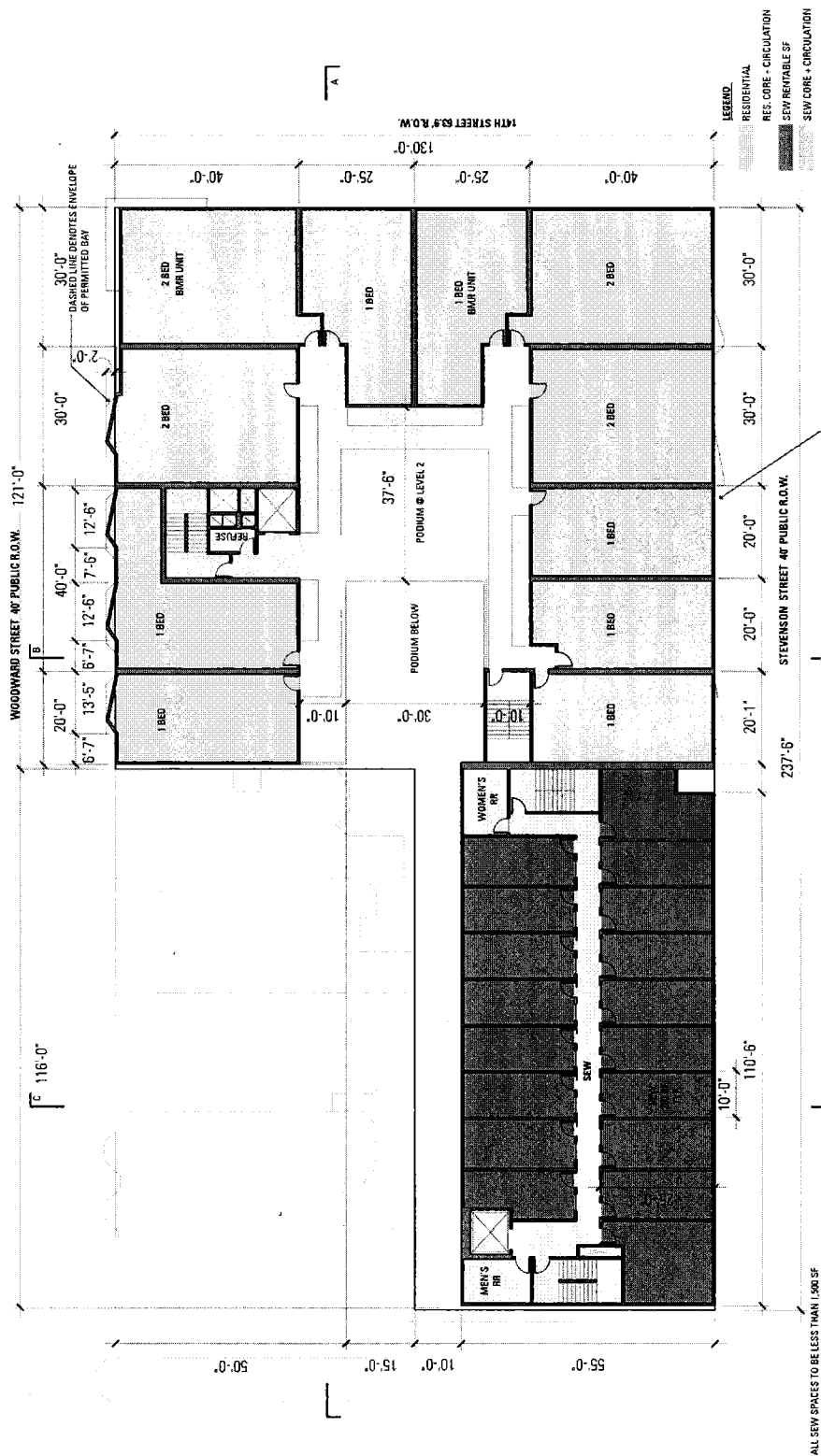


Figure 7. Proposed Fourth Floor Plan

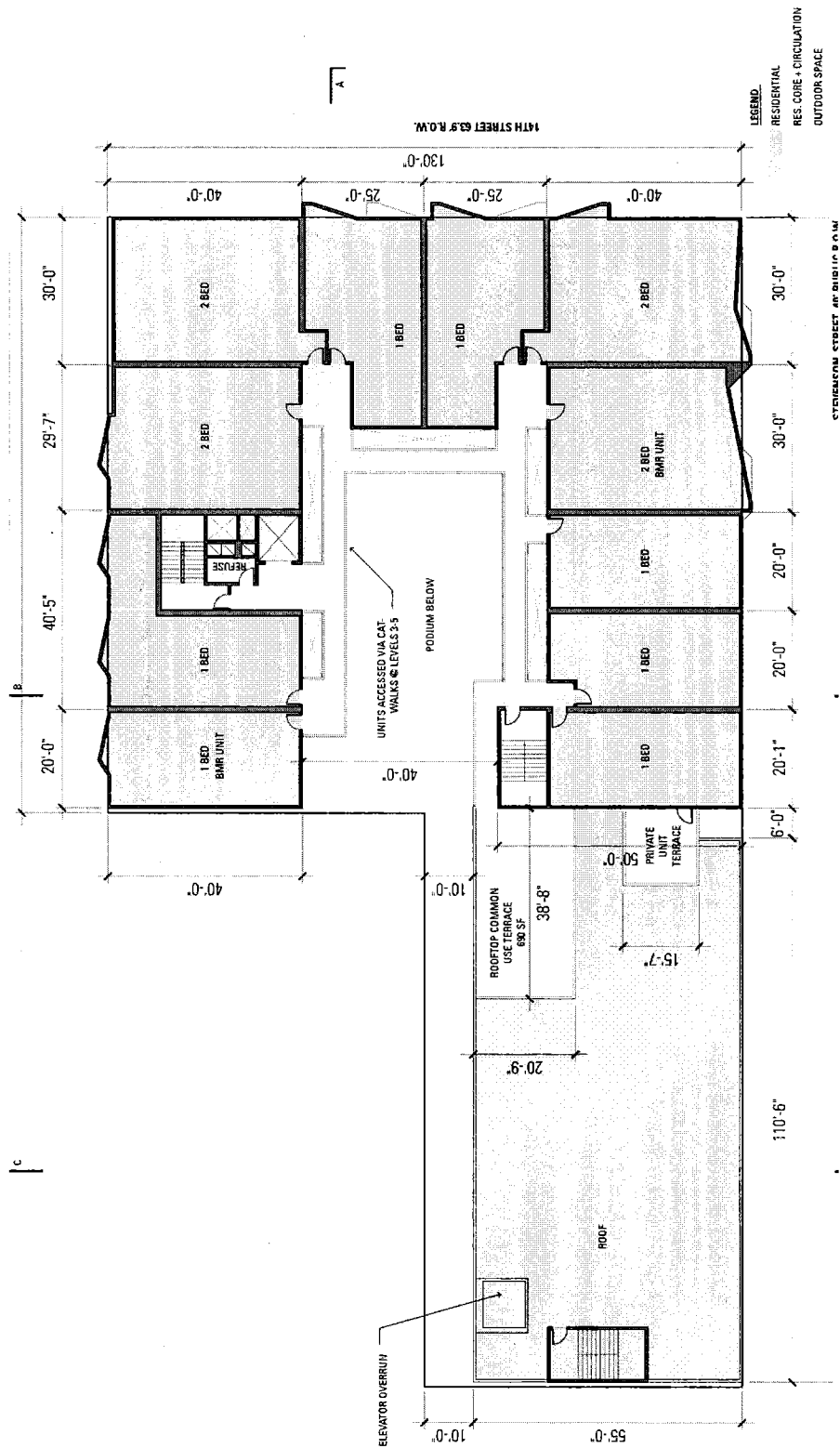


Figure 8. Proposed Fifth Floor Plan

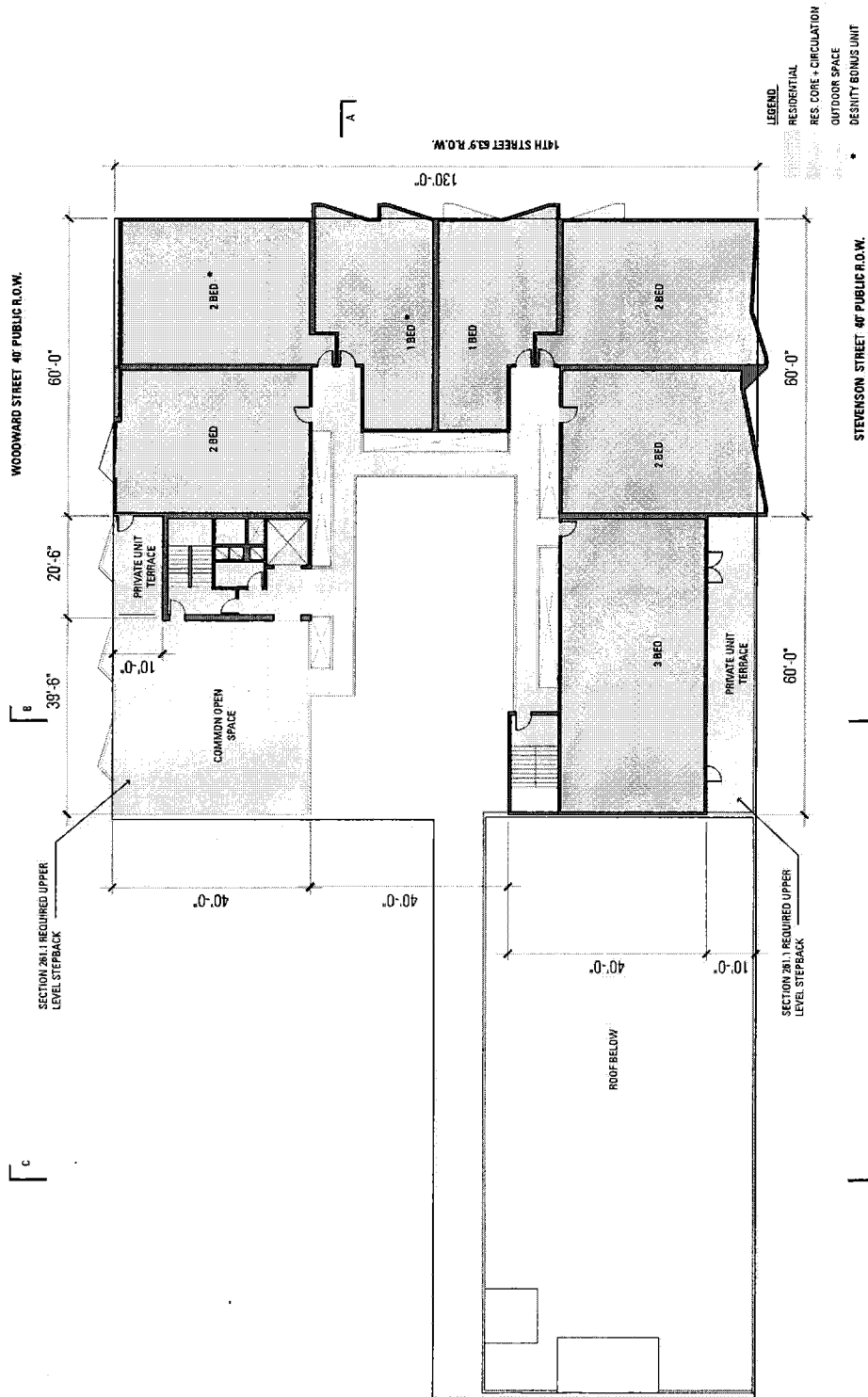


Figure 9. Proposed Sixth Floor Plan

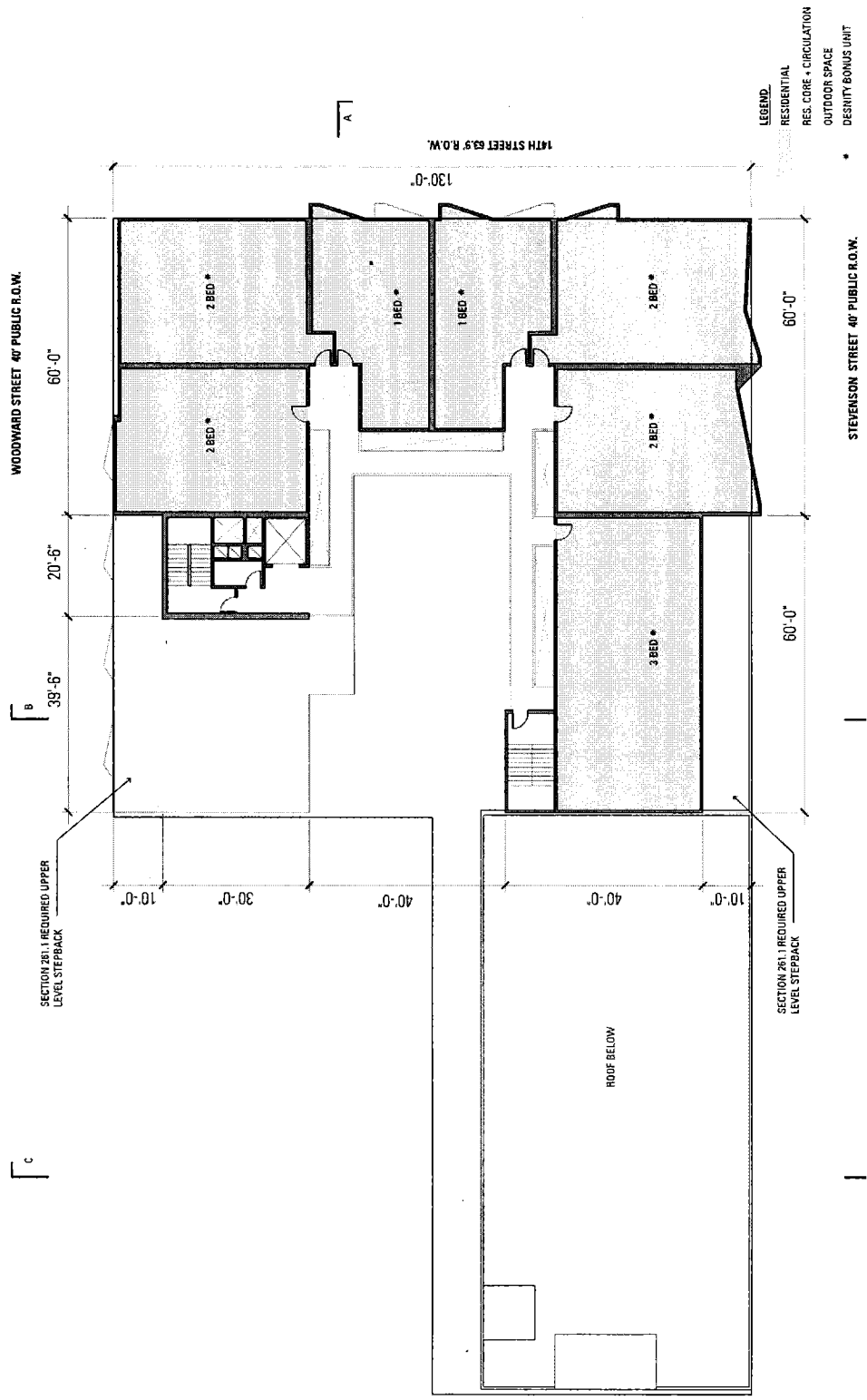


Figure 10. Proposed Seventh Floor Plan

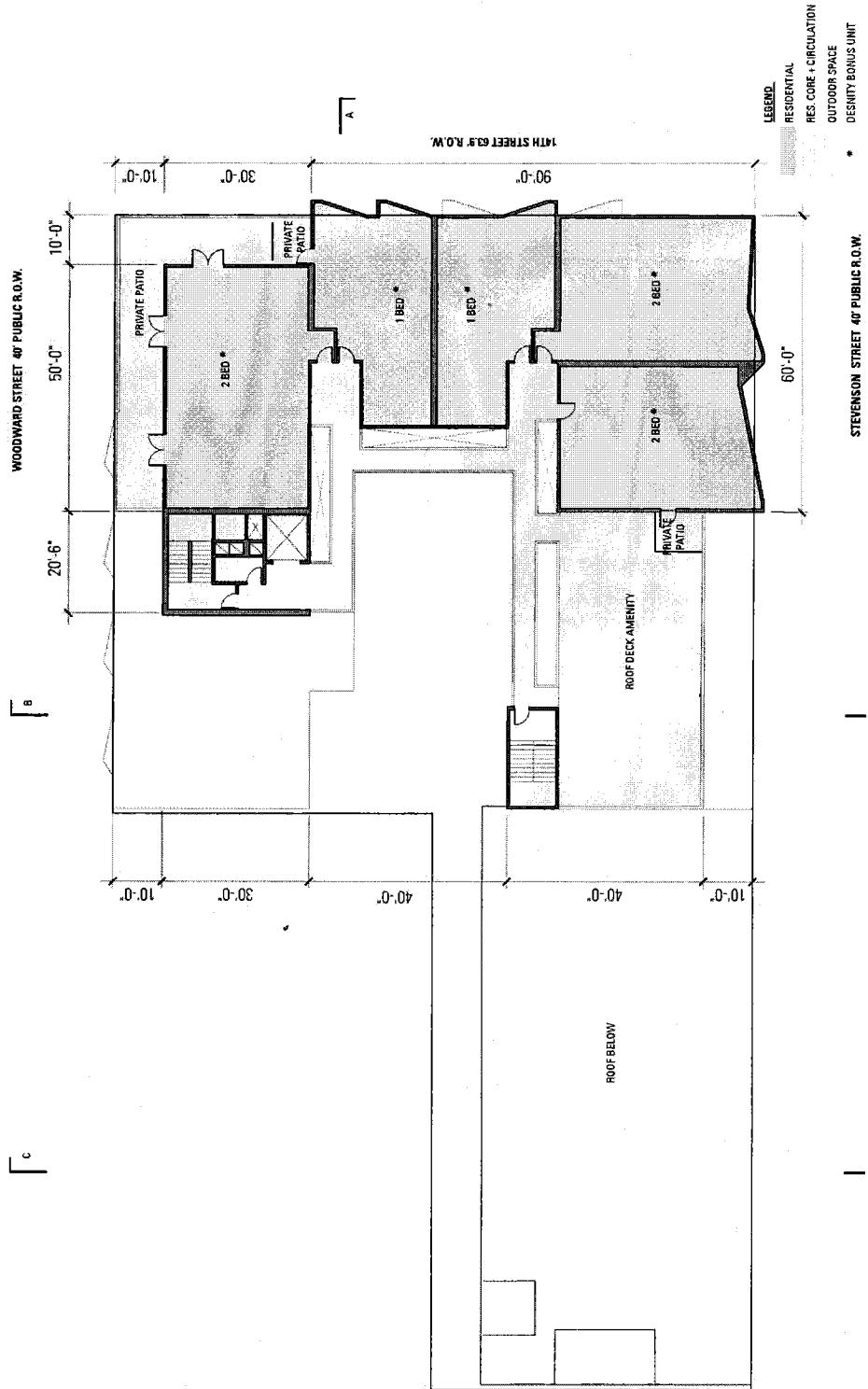


Figure 11. Proposed Roof Plan

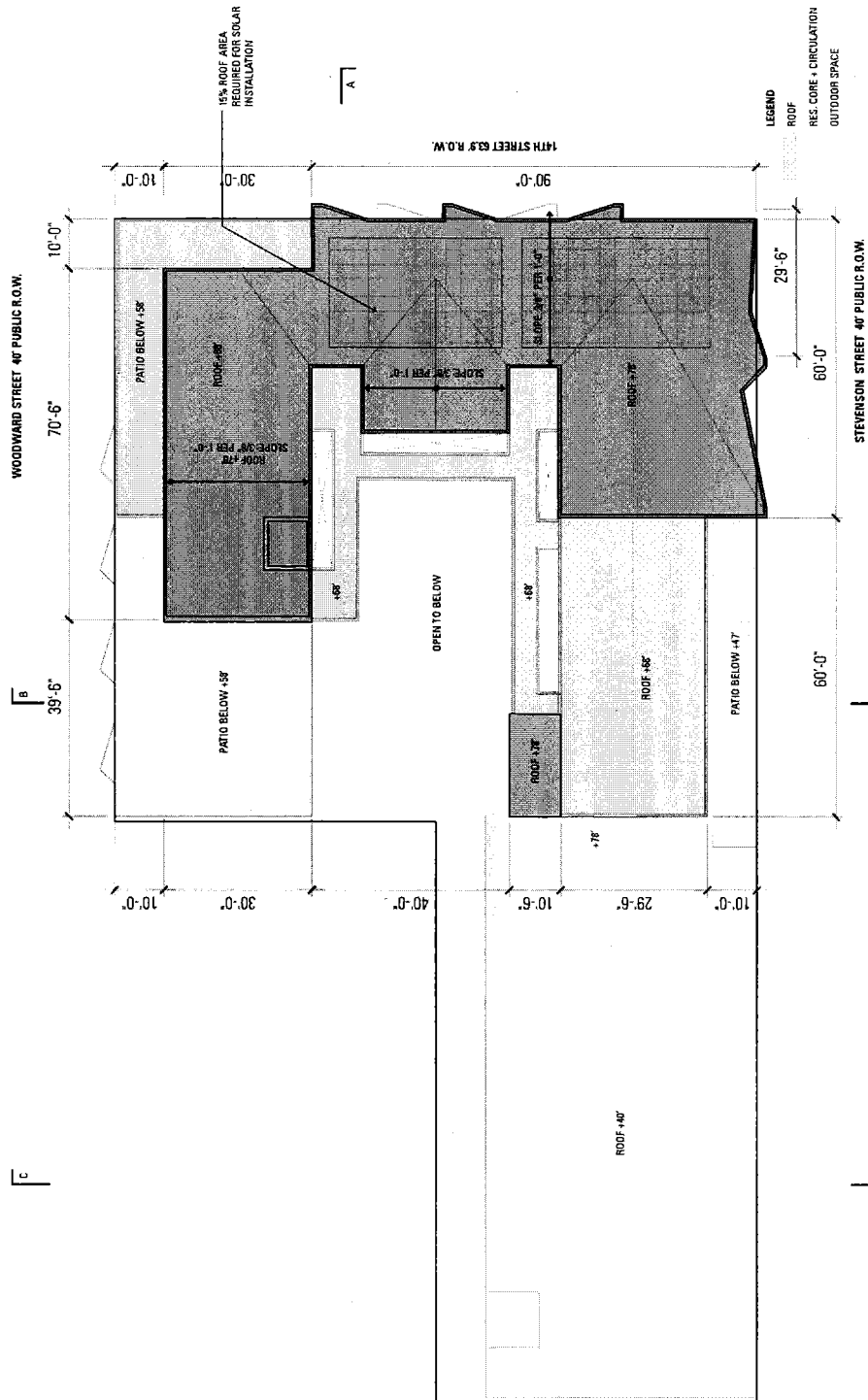


Figure 12. South (14th Street) Elevation

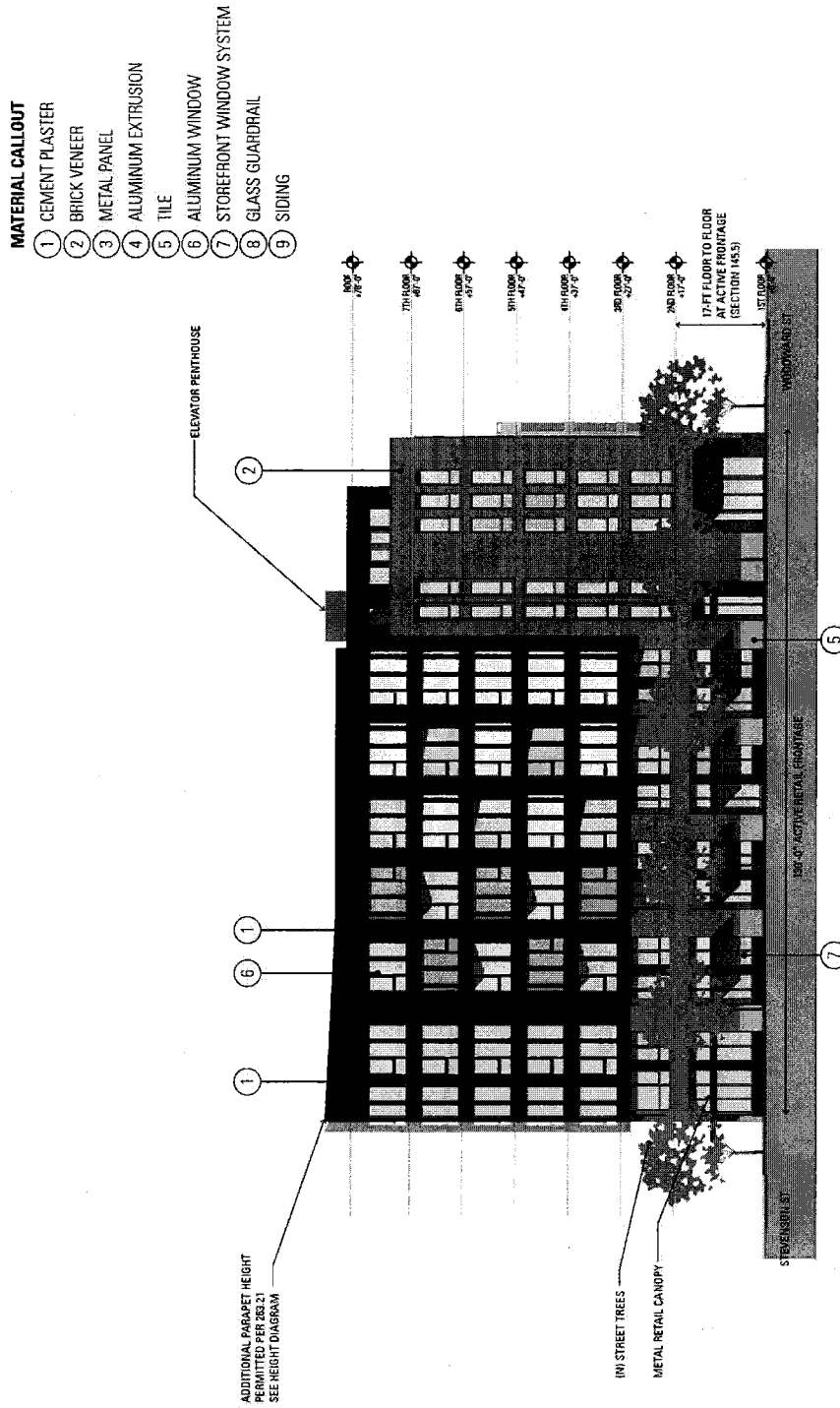


Figure 13. East (Woodward Street) Elevation

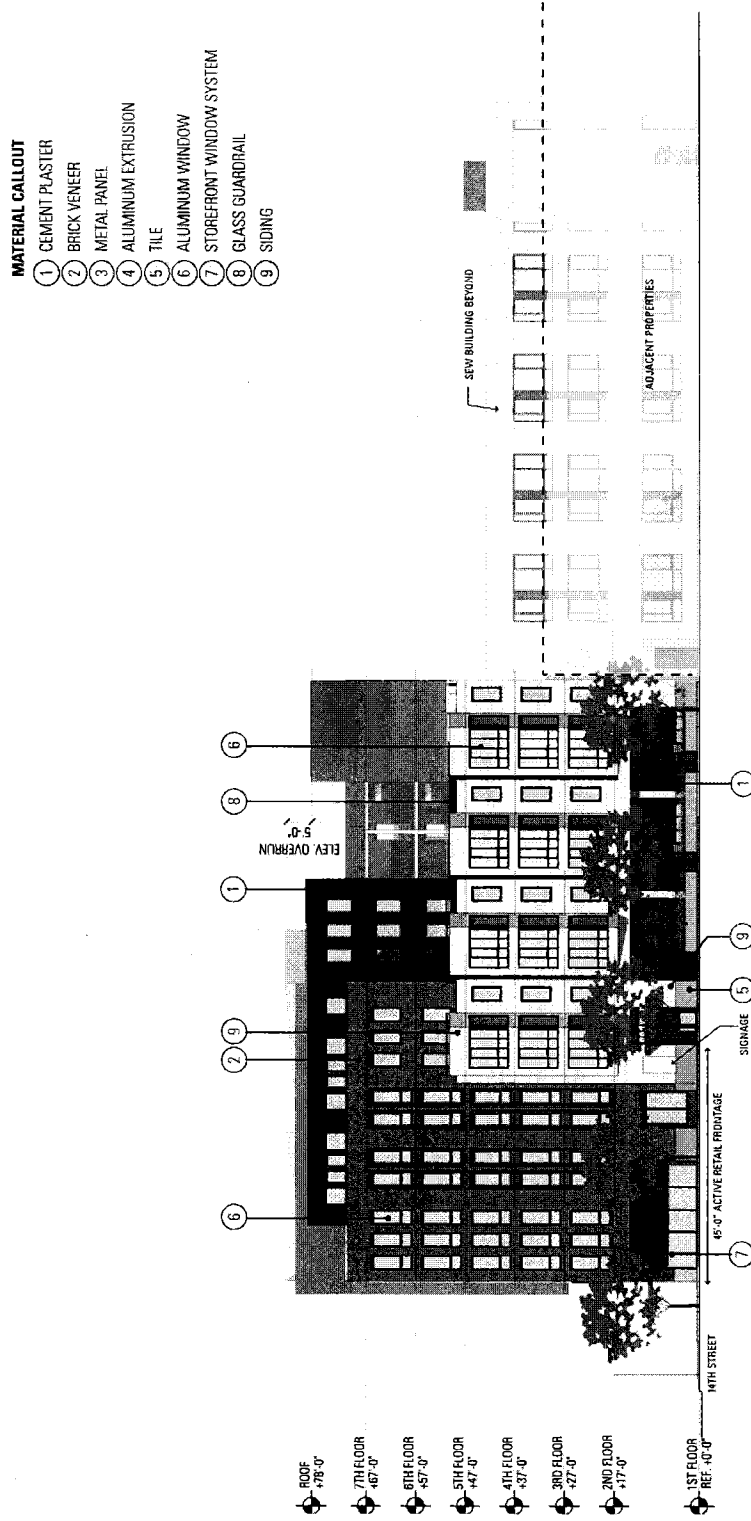


Figure 14. West (Stevenson Street) Elevation

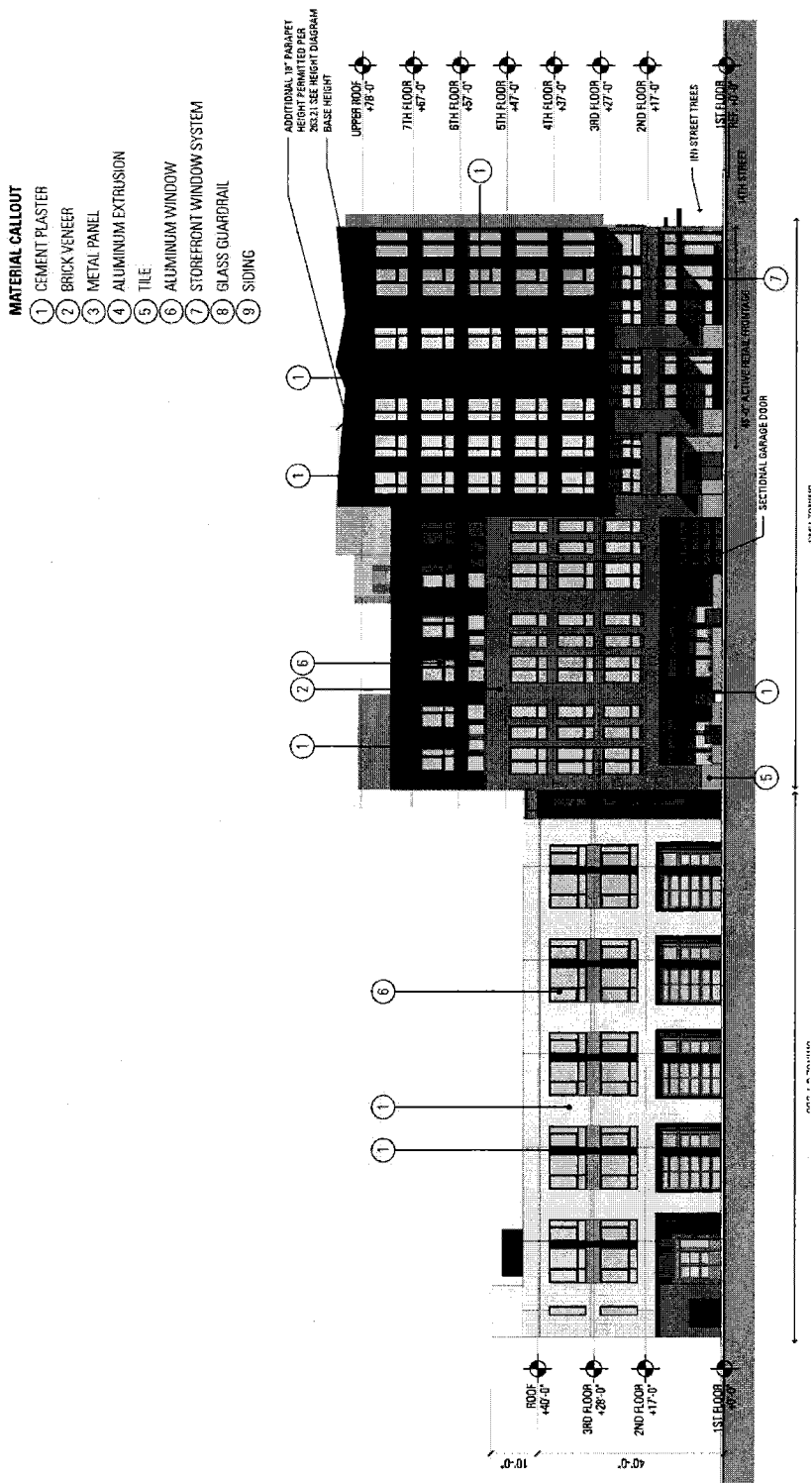


Figure 15. Longitudinal Section

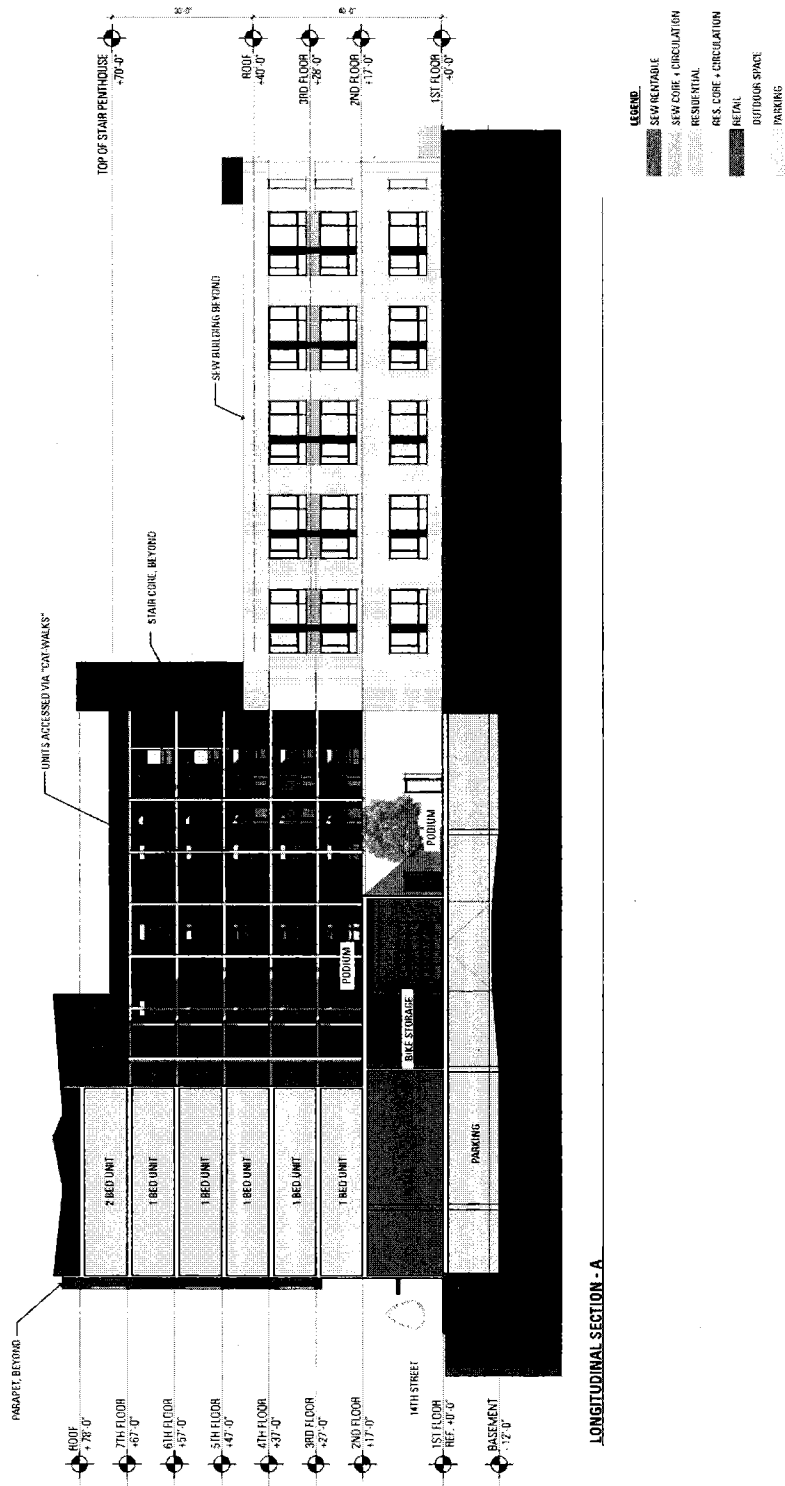


Figure 16. Cross Section of Residential Building

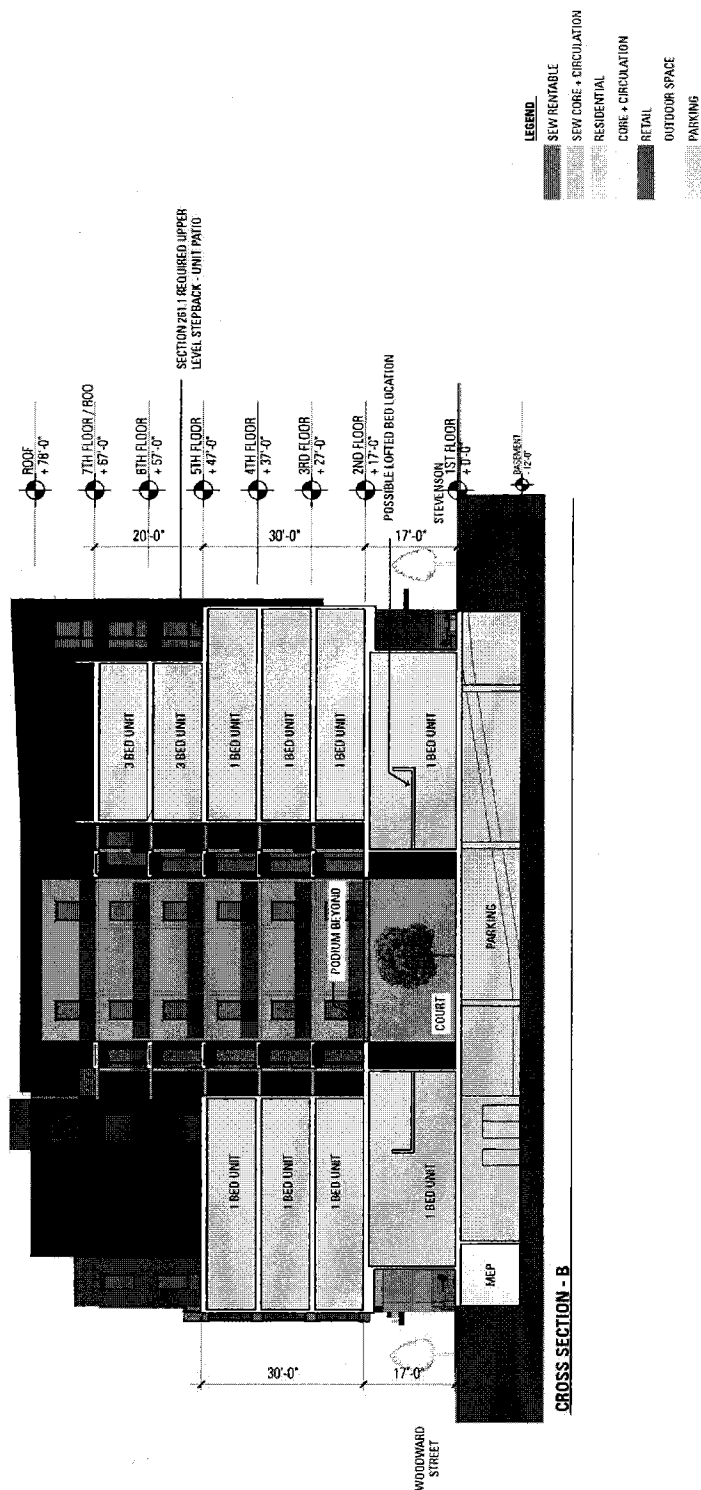
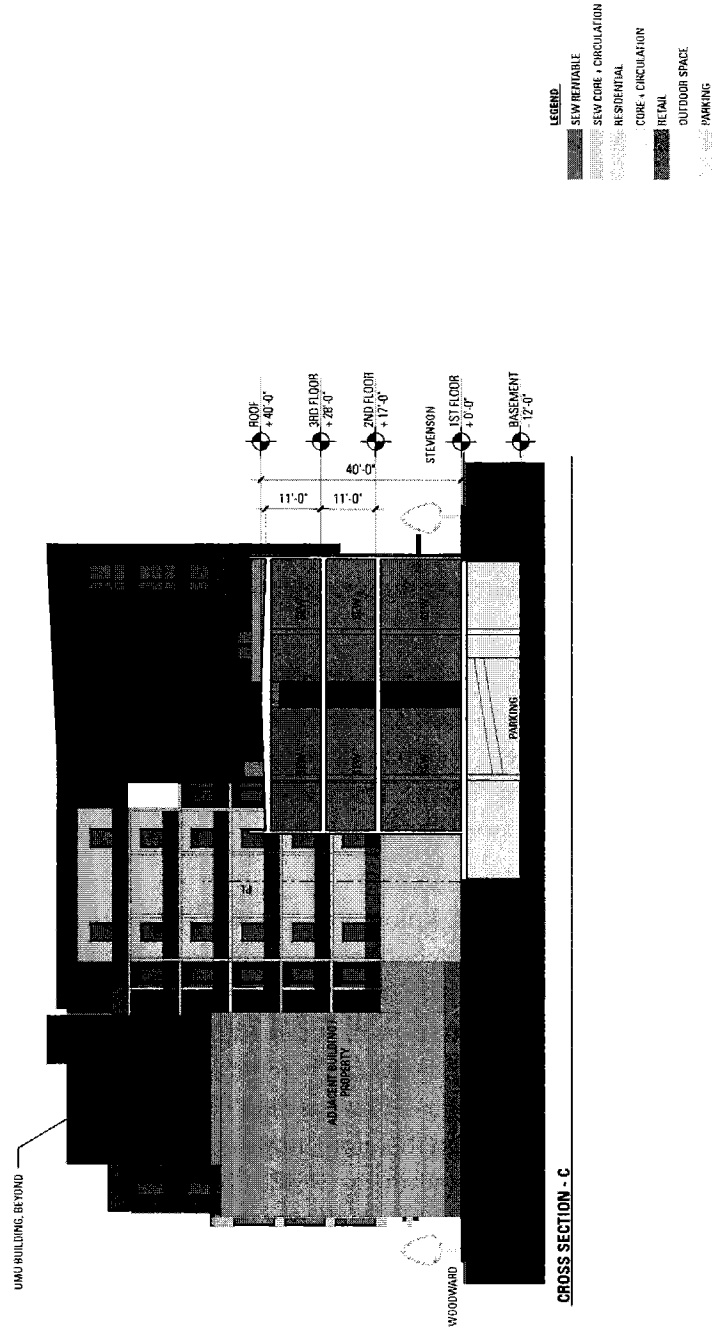


Figure 17. Cross Section of PDR/SEW Building



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

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods plan areas because the rezoning and area plans do not provide for any new major roadways, such as freeways, that would disrupt or divide the plan area or individual neighborhoods or subareas. The Eastern Neighborhoods Rezoning and Area Plans is a regulatory program and the PEIR determined that the plan is consistent with various plans, policies, and regulations.

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. Subsequent CEQA case law since certification of the Eastern Neighborhoods PEIR has clarified that “community character” itself is not a physical environmental effect.⁵ Therefore, consistent with Appendix G of the CEQA Guidelines, analysis concerning land use character has been removed from further evaluation in this project-specific initial study.

Regardless, the proposed project would not remove any existing PDR uses as both lots are currently used for surface parking and would therefore not contribute to a direct impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site was zoned C-M (Heavy Commercial) prior to the rezoning of Eastern Neighborhoods, which did encourage PDR uses. The project site consists of two parcels and through the Eastern Neighborhoods rezoning process one of the parcels was rezoned to PDR-1-G (Production, Distribution and Repair-1-General) and the other to UMU (Urban Mixed Use). Both of these zoning districts permit PDR uses, and therefore, rezoning to districts that permit PDR uses did not contribute to the significant impact identified in the PEIR. The proposed project includes about 6,200 square feet of PDR uses on the ground floor and 13,160 sf of SEW uses throughout the rest of the building proposed on Lot 21, and the development of the proposed project would result in a net increase of PDR space in the Mission Area Plan. The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the UMU and PDR-1-G Districts and is consistent with the development density established for the project site in the Mission Area Plan, the UMU and PDR-1-G land use requirements, as well as the height and bulk requirements of the 40-X and 58-X height and bulk districts. The project is seeking a height concession pursuant to the state density bonus law to exceed the applicable 58-X height limits. As proposed, with the allowable height concession pursuant to the state density bonus, the project is permitted in the UMU district and is consistent with the

⁵ Preserve Poway v. City of Poway, 245 Cal.App.4th 560.

development density as envisioned in the Mission Area Plan. The proposed project is consistent with Mission Plan Objective 1.1, which calls for strengthening the mixed-use character of the neighborhood while maintaining the neighborhood as a place to live and work.^{6,7}

The proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, and therefore would not conflict with applicable land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative Analysis

The proposed project would have no impact with respect to physically dividing a community or conflicting with an applicable land use plan and therefore would not have the potential to contribute to a significant cumulative impact related to land use or land use planning.

Conclusion

The proposed project would not result in a significant project-level or cumulative land use impact. Therefore, the proposed project would not result in significant physical environmental land use impacts not already disclosed in the Eastern Neighborhoods PEIR.

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

One of the objectives of the 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 assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis,

⁶ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 344 14th Street and 1463 Stevenson Street, November 28, 2018.

⁷ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 344 14th Street and 1463 Stevenson Street, September 1, 2016.

site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans: “would induce substantial growth and concentration of population in San Francisco.” The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that existing lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change. The PEIR found, however, that gentrification and displacement that could occur under the Eastern Neighborhoods Rezoning and Area Plans would not result in increased physical environmental impacts beyond those disclosed in the PEIR.

The proposed project includes new construction of 56 residential units, approximately 5,650 sf of ground-floor retail and approximately 19,360 sf of SEW and PDR uses and would not displace any existing housing units as the site is currently used for surface parking. The proposed uses would result in 131 new residents and 86 new employees.⁸

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040.⁹ Between 2010 and 2017, San Francisco’s population grew by 22,816 households and 175,500 jobs, leaving

⁸ Estimate of residents based on San Francisco’s average household size of 2.33 persons/household (<https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/PST045217>). Estimate of employees based upon project trip generation calculation, per Department’s 2002 *Transportation Impacts Analysis Guidelines for Environmental Review*.

⁹ *Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report*. Metropolitan Transportation Commission and Association of Bay Area Government. July 2017. This document is available online at: <http://2040.planbayarea.org/reports>. Accessed November 7, 2018.

approximately 114,984 households and 120,200 jobs projected for San Francisco through 2040.¹⁰ Over the last several years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, ABAG projected San Francisco's housing need in the Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022. The jurisdictional housing need of San Francisco for 2014–2022 is 28,869 dwelling units. As of the second quarter of 2018, approximately 16,600 housing units have been constructed.¹¹

The project's 56 units, 5,650 sf of ground-floor retail space, and approximately 19,360 sf of SEW and PDR uses would contribute to meeting San Francisco's anticipated housing and employment needs. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is anticipated.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. Therefore, the housing and employment growth generated by the project would not result in new or more severe impacts than were identified in the Eastern Neighborhoods PEIR. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resources topics in this initial study.

The proposed project would not displace any residents or housing units since no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. As discussed above, ABAG projects substantial growth for San Francisco through 2040. The proposed project would provide housing units and commercial space but would not result in growth that would exceed ABAG projections. Therefore, the proposed project would not contribute to any cumulative environmental effects associated with inducing population growth or displacing substantial numbers of people necessitating the construction of replacement housing elsewhere.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Eastern Neighborhoods plan area under the Eastern Neighborhoods Rezoning and Area Plans as well as for San Francisco as a whole under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing.

¹⁰ US Census, American Communities Survey for San Francisco County, CA, 2017 and 2010. Accessed at <http://factfinder.census.gov>, January 29, 2019. California Employment Development Department, Industry Employment—Official Monthly Estimates (Total Wage and Salary Employment) for San Francisco County, CA, 2017 and 2010. Accessed at <https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/areaselection.asp?tablename=ces>. January 29, 2019

¹¹ Residential Pipeline, Entitled Housing Units 2018 Q2, San Francisco Planning Department. This document is available online at: http://default.sfplanning.org/publications_reports/residential-pipeline-quarterly-dashboard/2018Q2_RHNA_Progress.pdf.

Accessed November 1, 2018.

Therefore, the proposed project would not result in significant physical environmental impacts related to 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>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

The project site is currently a parking lot located adjacent to, but outside of, the Woodward Street Romeo Flats Reconstruction Historic District, adopted on June 1, 2011 by the San Francisco Historic Preservation Commission (HPC). The district is listed in the California Register of Historic Resources under Criteria A (association with events that have made a significant contribution to the broad patterns of local history) and C (embodiment of distinctive characteristics of type, period, region and methods of construction and possesses high artistic values) due to its association with the post-1906 Earthquake and Fire reconstruction and as a distinctive example of San Francisco Edwardian architecture, specifically Romeo flat residential buildings. The period of significance is 1906-1912 and character-defining features consist of two- to three-story residential buildings, rhythmic bay windows, matching floor levels, minimal front and side yards with mostly unbroken streetscapes, primarily horizontal wood board and shingle cladding materials with brick or cast stone bases, wood doors and windows with wood surrounds, and wood cornices and trim.

In addition to the above historical district designation, there is currently a community-initiated effort to create a Woodward Street Landmark District, which would include the project site. As of March 16, 2016

the proposed Woodward Street Landmark District was added to the Article 10 Landmark Designation Work Program by the Historic Preservation Commission (HPC). The boundaries of the proposed landmark district are currently under review and will be brought to the HPC as part of the designation process. Therefore, it is not currently known if the project site will be included as a non-contributor to the historic district or will remain outside of the historic district boundaries.

Due to the possibility that the project site maybe included within the landmark district's boundaries in the future as a non-contributor, and the site is adjacent to a California Register of Historic Resources historic district, a preliminary compatibility review was undertaken by the preservation team. The preservation team recommended that the proposed project take the historic context and character-defining features of the adjacent historic district into account, including utilizing wood cladding instead of cement plaster on the Woodward Street façade, having taller and wider entrances on the Woodward Street façade, and providing a landscape setback on Woodward Street to provide differentiation with the historic district. The preservation team's comments were incorporated into the design review of the project undertaken by Current Planning and the Planning Department's Urban Design Advisory Team, which ensures compatibility of new construction with existing neighborhood character, and the recommendations were subsequently included in the project's final design.¹²

Construction of the proposed project would occur adjacent to buildings located within the Woodward Street Romeo Flats Reconstruction Historic District. The Department of Building Inspection (DBI) would be responsible for reviewing the building permit application to ensure that project construction documents conform to recommendations in the project's geotechnical report, including shoring and underpinning, would comply with all applicable procedures and requirements to ensure the protection of adjacent buildings as required by the building code. Please see additional discussion under Geology and Soils section of this initial study checklist.

In addition, the Department required analysis of the potential for adverse impacts to adjacent historical structures due to construction-related vibration.¹³ The vibration analysis assessed the type of equipment that would be used to excavate and construct the proposed sub-grade basement and the equipment's proximity to neighboring structures. The analysis found that construction of the proposed project would not result in vibration at levels that could result in adverse impacts to adjacent historic structures. Specifically, as the proposed subgrade basement level would be set back ten feet from the adjacent properties along the northern edge of the site, construction equipment that produce heightened levels of vibration would be far enough away from adjacent properties that vibration levels would remain below those that could damage those structures. No excavation or shoring would occur within this ten-foot buffer area. For additional discussion of this issue, please see the Construction Vibration discussion in the "Noise" section, below.

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

¹² SF Planning Preservation, Memorandum Re: 344 14th Street/1463 Stevenson Street, July 26, 2017. SF Planning, Email from Maia Small, Principal Urban Designer to Justin Horner, Environmental Planner, September 12, 2018.

¹³ Charles M Salter and Associates, 344 14th St Construction Vibration Analysis, January 8, 2019.

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 that propose certain scopes of work, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project site is located in the Mission Dolores Archeological District and includes excavation deeper than 2.5 feet below grade; therefore, Mitigation Measure J-3 (Mission Dolores Archeological District - Archeological testing) applies to the proposed project. The purpose of Mitigation Measure J-3 is to avoid any significant adverse effect from soils disturbing activities on buried archeological resources, based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District. Mitigation Measure J-3 would be implemented as Project Mitigation Measure 1: Archeological Testing. The full text of **Project Mitigation Measure 1: Archeological Testing** appears in the "Mitigation Measure" section below.

With the implementation of **Project Mitigation Measure 1 (Archeological Testing)**, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

Paleontological Resources

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Construction activities are not anticipated to encounter any below-grade paleontological resources. The proposed project includes a basement parking level that would require excavation to a depth of 14 feet below grade surface. The project site is underlain by fill to a depth of approximately 12 feet, which itself is underlain by silt and clay to a depth of 47 feet. Both soil types have low potential for paleontological resources. Therefore, the project would have no impact on paleontological resources.

Cumulative Analysis

As discussed above, the proposed project would have no effect on historic architectural resources and therefore would not have the potential to contribute to any cumulative historic resources impact.

The cumulative context for archeological resources, paleontological resources, and human remains are site specific and generally limited to the immediate construction area. For these reasons, the proposed project, in combination with reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resource, paleontological resources or human remains.

Conclusion

The proposed project would not result in significant impacts to historic resources and impacts to archeological resources would be mitigated to less than significant levels with implementation of mitigation measures identified in the Eastern Neighborhoods PEIRs. The project sponsor has agreed to implement Project Mitigation Measure 1 (Archeological Testing). Therefore, the proposed project would

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

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project. Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.¹⁴

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which

¹⁴ San Francisco Planning Department, Transportation Study Determination Request 344 14th Street/1463 Stevenson Street, July 17, 2014.

are described further below in the Transit sub-section. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, these impacts were found to be significant and unavoidable.

As discussed above under “CEQA Section 21099”, in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT Analysis presented below evaluates the project’s transportation effects using the VMT metric.

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

Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is

likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{15,16}

For residential development, the existing regional average daily VMT per capita is 17.2.¹⁷ For the purposes of transportation analysis, small enterprise workspace and PDR uses are treated as office development. For office development, the regional average daily work-related VMT per employee is 19.1. For retail development, the regional average daily retail VMT per employee is 14.9.¹⁸ Average daily VMT for all three land uses proposed at the site is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Average Daily Vehicle Miles Traveled, which includes data for the transportation analysis zone in which the project site is located, 236.

Table 1 Average Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 236	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 236
Households (Residential)	17.2	14.6	4.3	16.1	13.7	3.6
Employment (PDR/SEW)	19.1	16.2	7.6	17.0	14.5	7.1
Employment (Retail)	14.9	12.6	8.8	14.6	12.4	9

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research’s (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (“proposed transportation impact guidelines”) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major

¹⁵ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁶ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹⁷ Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

¹⁸ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic “Other” purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the “Other” purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of “Other” purpose travel.

transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

The proposed project would include 56 dwelling units, PDR and Small Enterprise Workspace and ground-floor retail. Existing average daily VMT per capita is 4.3 for the transportation analysis zone the project site is located in, 236. This is 75 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily VMT per capita is 3.6 for transportation analysis zone 236. This is 78 percent below the future 2040 regional average daily VMT per capita of 16.1.

Existing average daily VMT per PDR and SEW employee (classified as office) is 7.6 for the transportation analysis zone 236. This is 59 percent below the existing regional average daily VMT per PDR employee of 18.6. Future 2040 average daily VMT per PDR and SEW employee is 7.1 for transportation analysis zone 236. This is 58 percent below the future 2040 regional average daily work-related VMT per retail employee of 17.0.

Existing average daily VMT per retail employee is 8.8 for transportation analysis zone 236. This is 40 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 9 for the transportation analysis zone 236. This is 38 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6. Therefore, because the project site is located in an area where existing VMT per capita or employee is more than 15 percent below the regional average, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant impact.

In addition, the project site meets the Proximity to Transit Stations criteria, as it is located less than one block from a transit stop for the 14 Mission, 14R Mission Rapid, and 49 Van Ness-Mission bus routes and within a quarter mile of the 16th Street Mission BART Station (less than a half-mile).

Trip Generation

The proposed project includes 56 dwelling units, approximately 5,750 sf of ground-floor retail and approximately 19,360 sf of SEW and PDR uses, as well as 46 vehicle parking spaces and 57 bicycle parking spaces.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁹ The proposed project would generate an estimated 1,696 person trips (inbound and outbound) on a weekday daily basis, consisting of 917 person trips by auto, 365 transit trips, 308 walk trips and 107 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 191 person trips, consisting of 95 person trips by auto (66 vehicle trips accounting for vehicle occupancy data for this census tract), 49 transit trips, 32 walk trips and 14 trips by other modes.

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

¹⁹ San Francisco Planning Department, Transportation Calculations for 344 14th Street/1463 Stevenson Street, August 22, 2018.

fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).²⁰ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.²¹ 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 16th 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 within the Eastern Neighborhoods Plan area; for instance, implementation of Route 55 on 16th 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 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 14-Mission, 14R-Mission Rapid, 22-Fillmore, 33-Ashbury/18th Street, 49-Van Ness/Mission, 55-16th Street, and the F-Market, J-Church, L-Taraval, M-Ocean View, and N-Judah light rail lines. In addition, the project site is within a quarter of a mile of the 16 Street Mission BART Station. The proposed project would be expected to generate 365 daily transit trips, including 49 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 49 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

²⁰ Two additional files were created at the Board of Supervisors for the Transportation Sustainability Fee regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

²¹ <http://tsp.sfplanning.org>
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Cumulative Analysis

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore and 49-Van Ness/Mission. The proposed project would not contribute considerably to these conditions as its minor contribution of 49 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. For these reasons, the proposed project would not result in significant impacts related to transit beyond those identified in the Eastern Neighborhoods PEIR.

Conclusion

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

The 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 identified six noise mitigation measures, three of which may be applicable to development projects under the plans.²² These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

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 construction near sensitive receptors. As the proposed project does not include pile driving nor does it include particularly noisy construction methods, Mitigation Measure F-1 does not apply to the proposed project. As the proposed project includes construction adjacent, and in proximity to, sensitive receptors (i.e. residential uses), Mitigation Measure F-2 applies to the proposed project. See the full text of **Project Mitigation Measure 2: Construction Noise** in the “Mitigation Measures” section below.

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of public works or the Director of the building department to best accomplish maximum noise reduction; and (3) if noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of public works authorizes a special permit for conducting the work during that period.

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

²² Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project’s future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

comply with Project Mitigation Measure 2: Construction Noise and the Noise Ordinance, which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. As the proposed project includes PDR and SEW uses, the proposed project has the potential to generate noises in excess of ambient noise levels; therefore, Eastern Neighborhoods PEIR Mitigation Measure F-5 applies to the proposed project. Pursuant to the requirements of the mitigation measure, an environmental noise study was prepared for the proposed project to evaluate noise from proposed retail, PDR, and SEW uses.²³ The closest sensitive receptors to the proposed uses include the neighboring residents to the east (approximately 15 feet away), neighboring residences to the north (approximately 40 feet away), a church across Stevenson Street from the proposed project (approximately 45 feet away), as well as the on-site residents of the proposed project, some of which would be as close as 5 feet from the proposed SEW uses. The studies concluded that windows with an STC 31²⁴ rating at the SEW spaces would reduce interior noise levels for the nearest sensitive receptors to below 45 dB. The retail and residential spaces would also be required to include windows with STC ratings from 28 to 37 to meet a 45 db interior noise standards. The project sponsor has agreed to include a window schedule that reflects the recommendations of the environmental noise study as **Project Mitigation Measure 3: Siting of Noise Generating Uses**, which constitutes implementation of Eastern Neighborhoods PEIR Mitigation Measure F-5, ensuring the proposed project would not substantially increase the ambient noise environment and noise impacts resulting from the proposed project would be less than significant. See the complete text of Project Mitigation Measure 3: Siting of Noise Generating Uses in the “Mitigation Measures” section below.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving

²³ Charles M Salter Associates, Inc., *14th and Stevenson Environmental Noise Study*, April 14, 2017.

²⁴ STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

Construction Vibration

Construction of the proposed project would involve demolition of the surface parking lot, site preparation and other construction activities. It would include the use of construction equipment that could result in groundborne vibration affecting properties adjacent to the project site. No pile driving or blasting are proposed.

Due to the proximity of the project site to existing and potential historic resources, a vibration study was prepared for the proposed project to analyze construction-related vibration impacts.²⁵ The study examined the construction of the proposed project and applied the methodology and thresholds utilized by the California Department of Transportation (Caltrans) in examining construction-related vibration impacts.²⁶ The study evaluated vibration impacts related to excavation of the site for the purpose of developing the subgrade garage level and developing a foundation for the buildings as recommended in the geotechnical investigation. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Several different methods are used to quantify vibration. The most frequently used method to describe vibration impacts is peak particle velocity (PPV). PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec).²⁷

In order to estimate the vibration level at the adjacent properties resulting from project construction activities, the analysis utilized the following equation:

$$PPV_{\text{equip}} = PPV_{\text{ref}}(25/D)^n$$

where

PPV_{equip}: the Peak Particle Velocity (PPV) at the distance being measured

PPV_{ref}: the PPV at the reference distance of 25 feet

D: the distance being measured

n: a value determined by soil conditions, ranging from 1.5 to 1

The PPV_{ref} values for the equipment²⁸ to be used during project construction activities are summarized in Table 2.

²⁵ Charles M Salter and Associates, 344 14th St Construction Vibration Analysis, January 8, 2019.

²⁶ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013

²⁷ Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006, pp. 8-1 to 8-3, Table 8-1. Available online at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed February 7, 2017.

²⁸ The construction equipment included in Table 2 are only those that have the potential to cause vibration. Other construction equipment would be used.

Equipment	PPV_{ref} Reference Peak Particle Velocity at 25 feet (in/sec)
Caisson Drilling Rig	0.089 PPV
Loaded Truck	0.076 PPV

The D value would be ten feet, which is the distance closest to the adjacent properties along the north property line that excavation would occur. For the n-value in the equation above, the vibration study utilized a value of 1.1, which was based on Caltrans’ guidance for the project site’s soil type. Caltrans also recommended the use of the 1.1 value for work closer than 25 feet from adjacent structures (like that included in the proposed project)

Table 3, below, includes the PPV levels at which damage to particular types of buildings could result. Construction activity is considered a “continuous/frequent intermittent source;” a “transient source” would be considered single, distinct events, such as blasting or the driving of piles. As the neighboring properties to the north of the project site are considered existing or potential historic resources under CEQA, they are classified as “Historic and Some Old Buildings.” Once the PPV_{equip} level is determined for each piece of construction equipment, it is compared to the values outlined in Table 3.

Structure Type and Condition	Maximum PPV from Transient Sources	Maximum PPV from Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5

The PPV_{equip} for the project’s construction equipment was calculated using the equation above. Use of the Caisson Drilling Rig would result in the greatest PPV_{equip} for equipment to be used, 0.24 PPV. As 0.24 PPV from a “continuous/frequent intermittent source” is below the 0.25 PPV threshold for “Historic and Some Old Buildings,” the proposed project would not result in levels of vibration that would result in an adverse impact to existing neighboring historic structures.

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, topics 12e and 12f from the initial study checklist are not applicable.

Cumulative Analysis

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project-generated vehicle trips disperse along the local roadway network, the contribution of traffic noise along any given roadway segment would similarly be reduced. As discussed in the Transportation section above, the project would add 917 daily vehicle trips to the surrounding streets and not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources, usually not further than about 900 feet from the project site.²⁹ Based on the list of projects under the Cumulative Setting section above, there are no reasonably foreseeable projects within 900 feet of the project site that could combine with the proposed project's noise impacts to generate significant cumulative construction or operational noise. Furthermore, the noise ordinance establishes limits for both construction equipment and for operational noise sources. All projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

Conclusion

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. The proposed project would implement mitigation measures identified in the Eastern Neighborhoods PEIR to reduce construction and operational noise, referred to as Project Mitigation Measures 2 and 3. With implementation of mitigation measures identified in the PEIR, the proposed project would not result in new or more severe noise impacts than were 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>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁹ This distance was selected because typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

<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>
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 uses³⁰ from 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, development under the area plans 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, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.³¹

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 the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over one half-acre, such as the proposed project, the dust control ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific dust control plan, unless the Director waives the requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control

³⁰ 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.

³¹ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code article 38, as discussed below, and is no longer applicable.

provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (air basin) experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment³² or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

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 Bay Area Air Quality Management District's (air district) quantitative thresholds for individual projects."³³ The air district prepared updated 2017 BAAQMD CEQA Air Quality Guidelines (air quality guidelines),³⁴ which provided new methodologies for analyzing air quality impacts. The air quality guidelines also provide thresholds of significance for those criteria air pollutants that the air basin is in non-attainment. These thresholds of significance are used by the City.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 477 working days (anticipated to be 16 to 18 months). Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Technical Memorandum.³⁵ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 477 working days. As shown in Table 4, unmitigated project construction emissions would not exceed thresholds of significance for ROG, NO_x, PM₁₀ or PM_{2.5}; therefore, the proposed project would have less-than-significant impacts with respect to construction-related criteria air pollutants.

³² "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

³³ 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.

³⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017. See pp. 3-2 to 3-3.

³⁵ SF Planning Department, Air Quality Technical Memorandum, 344 14th Street/1463 Stevenson Street, October 31, 2018.

Table 4: Average Daily Project Construction Emissions

	<u>Pollutant Emissions (Average Pounds per Day)</u>			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	7.19	9.64	0.52	0.49
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2017; San Francisco Planning Department, 2018.

Operations

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment) and energy usage. Operation-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an Air Quality Technical Memorandum.³⁶ Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 3. Table 5 also includes the thresholds of significance the City utilizes to determine significant air quality impacts.

Table 5: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NOx	PM ₁₀	PM _{2.5}
Project Average Daily Emissions (lbs/day)	4.18	4.52	0.14	0.13
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	1.0	1.08	0.0253	0.0240
Significance Threshold (tpy)	10.0	10.0	15.0	10.0

lbs/day = pounds per day tpy = tons per year

Source: BAAQMD, 2017; San Francisco Planning Department, 2018.

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

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, amended December 8, 2014)(article 38). The Air Pollutant Exposure Zone as defined in article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity

³⁶ Ibid.
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