



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2014.1121ENV
Project Address: 1601 Mission Street
Zoning: C-3-G (Downtown – General Commercial) Use District
 120-R-2 Height and Bulk District
 Van Ness and Market Downtown Residential Special Use District
Block/Lot: 3514/043
Lot Size: 27,270 square feet total
Plan Area: Market and Octavia Area Plan
Project Sponsor: Jessie Stuart, Trumark Urban
 (415) 370-1767
Staff Contact: Jeanie Poling (415) 575-9072; jeanie.poling@sfgov.org

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PROJECT DESCRIPTION

The project site is a trapezoidal-shaped parcel at the intersection of Mission Street and South Van Ness Avenue in the South of Market neighborhood and the Market and Octavia Plan Area. With frontages on both Mission Street and South Van Ness Avenue, the project site is currently occupied by Tower Car Wash and Chevron Gas Station. The proposed project would demolish the existing structures and facilities and construct a 120-foot-tall, 12-story mixed-use building containing 220 dwelling units; 7,336 square feet of retail space; 97 below-grade vehicle parking spaces that would be accessed from South Van Ness Avenue; and 145 bicycle parking spaces. The project would include an additional 20 feet in height for a mechanical penthouse and solarium. The project would create a publicly accessible mid-block alley and include public realm improvements such as sidewalk furnishings, pedestrian-oriented street lighting, bike racks, and landscaping.

Originally constructed in 1932 with extensive alterations made in 1995-96, the property consists of two buildings (one one-story and one two-story) totaling 4,429 square-feet (sf), a corner tower structure connected by a canopy, and a separate fuel pump canopy. The smaller building contains an auto detailing stop with an office above, while the larger building contains a covered car wash, an office, convenience store, and restrooms.

The proposed 273,418 sf building would contain 220 residences (234,257 sf). Open space would be provided as private balconies in some units, common open space on the roof, and a publically accessible mid-block alley bisecting the lot and connecting Mission Street to South Van Ness Avenue. The ground floor would include three to five retail spaces totaling 7,336 sf, a residential lobby, a bike lounge, 71 Class 1 bicycle parking spaces, and 14 Class 2 bicycle parking spaces. The basement level would include parking for 97 vehicles (including two disabled access and 2 carshare spaces) via stackers and 60 Class 1 bicycle parking spaces.

The project sponsor anticipates a 24-month construction period. Construction would involve excavation of the entire lot to a depth of 25 feet, resulting in approximately 21,000 cubic yards of material requiring offsite disposal. The project would involve conventional construction equipment and would not involve pile driving. The geotechnical report prepared for the proposed project presents several

recommendations for foundations,¹ and the project sponsor anticipates that the project would be constructed with the recommended mat foundation with over-excavation, in which the soil between the bottom of the foundation and the bearing layer would be removed and replaced with either lean concrete or structural engineered fill (compacted soil).

PROJECT APPROVALS

The project would require the following actions by the Planning Commission:

- **Downtown Project Authorization** pursuant to Planning Code Section 309 with exceptions to the requirements for ground level wind currents (Section 148).
- **Conditional Use Authorization** pursuant to Section 303 for 97 parking spaces, which exceed the principally permitted amount of one parking space for every four dwelling units (Section 151.1).

The project would require the following actions by City Departments:

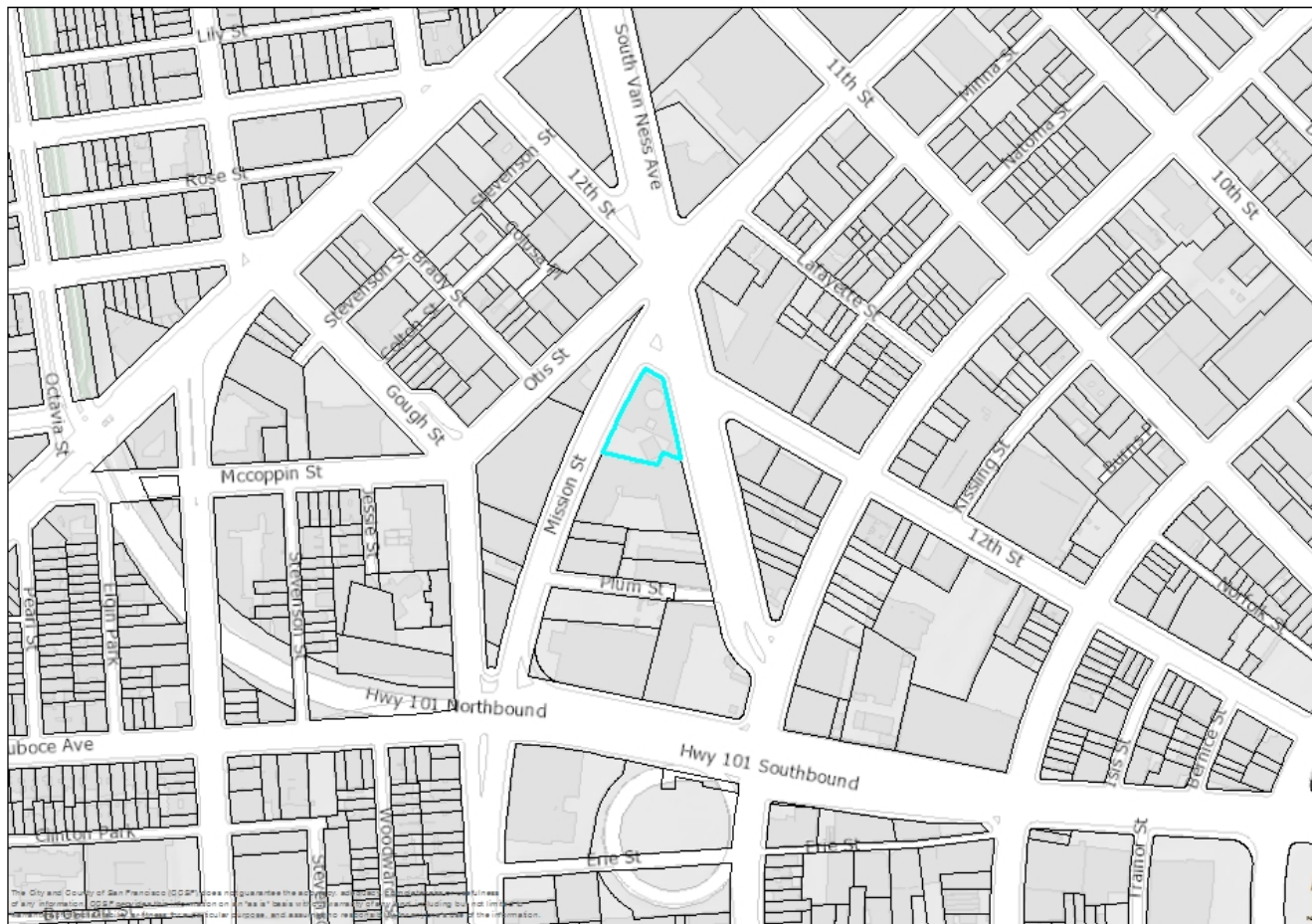
- **San Francisco Planning Department.** Variance from Section 140 of the Planning Code, for exposure of the bottom eight floors of residences onto the courtyard on the southwestern portion of the property, and from Section 145.1, which requires that active uses be located in the first 25 feet of building depth on the ground floor.
- **Department of Building Inspection (DBI).** Demolition, grading, and building permits for the demolition of the existing building and construction of the new building.
- **Department of Public Health (DPH).** Approval of a site mitigation plan prior to the commencement of any excavation work.
- **San Francisco Public Works (SFPW).** Street and sidewalk permits for any modifications to public streets and sidewalks.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of a stormwater control plan and any changes to sewer laterals.

The Downtown Project Authorization pursuant to Planning Code Section 309 is the Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

¹ Rollo & Ridley, *Geotechnical Investigation, 1601 Mission Street, San Francisco, California*, November 5, 2015. This document (and all other documents cited in this certificate unless otherwise noted) are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.1121ENV.

Figure 1: Project Site Location

1601 Mission Street



The City and County of San Francisco (CCSF) does not guarantee the accuracy, completeness, or timeliness of any information contained herein. The user shall be responsible for verifying the accuracy, completeness, and timeliness of any information contained herein. The user shall be responsible for obtaining all necessary permits and approvals for any project.

Printed: 9 February, 2016

Figure 2: Proposed Site Plan

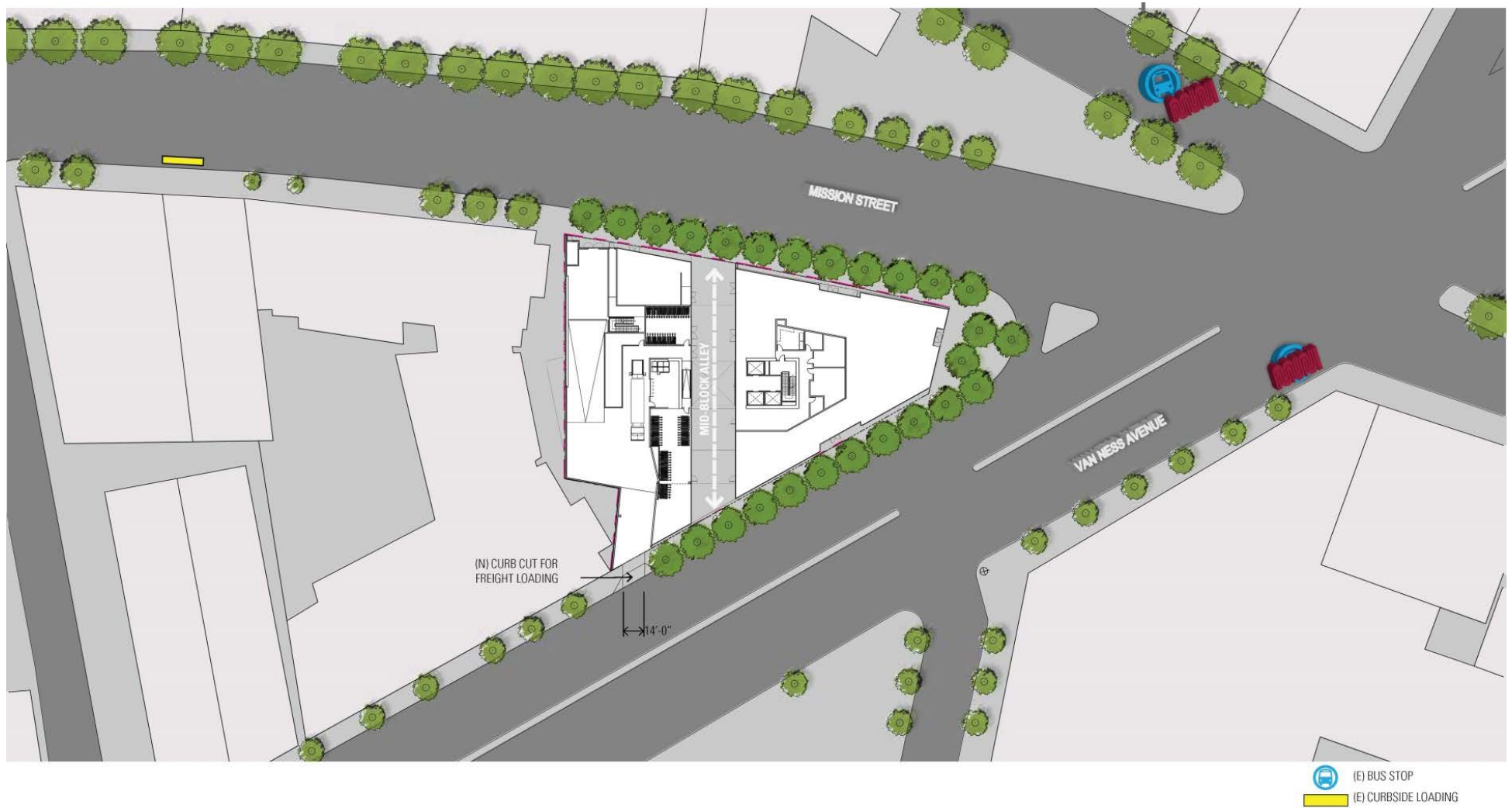


Figure 3: Ground Floor Plan



Figure 4: Typical Floor Plan

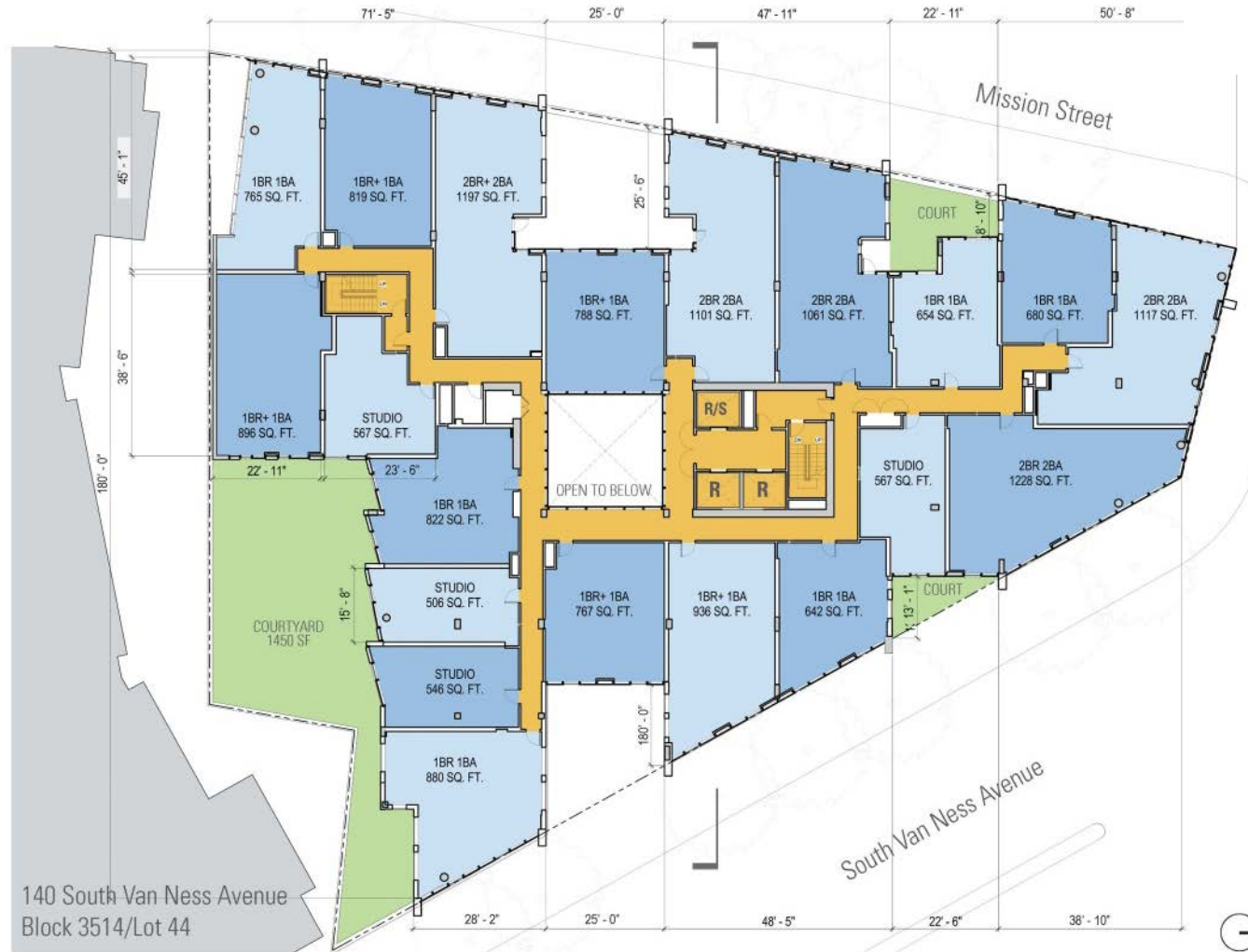


Figure 5: Basement Plan



Figure 6: Roof Plan

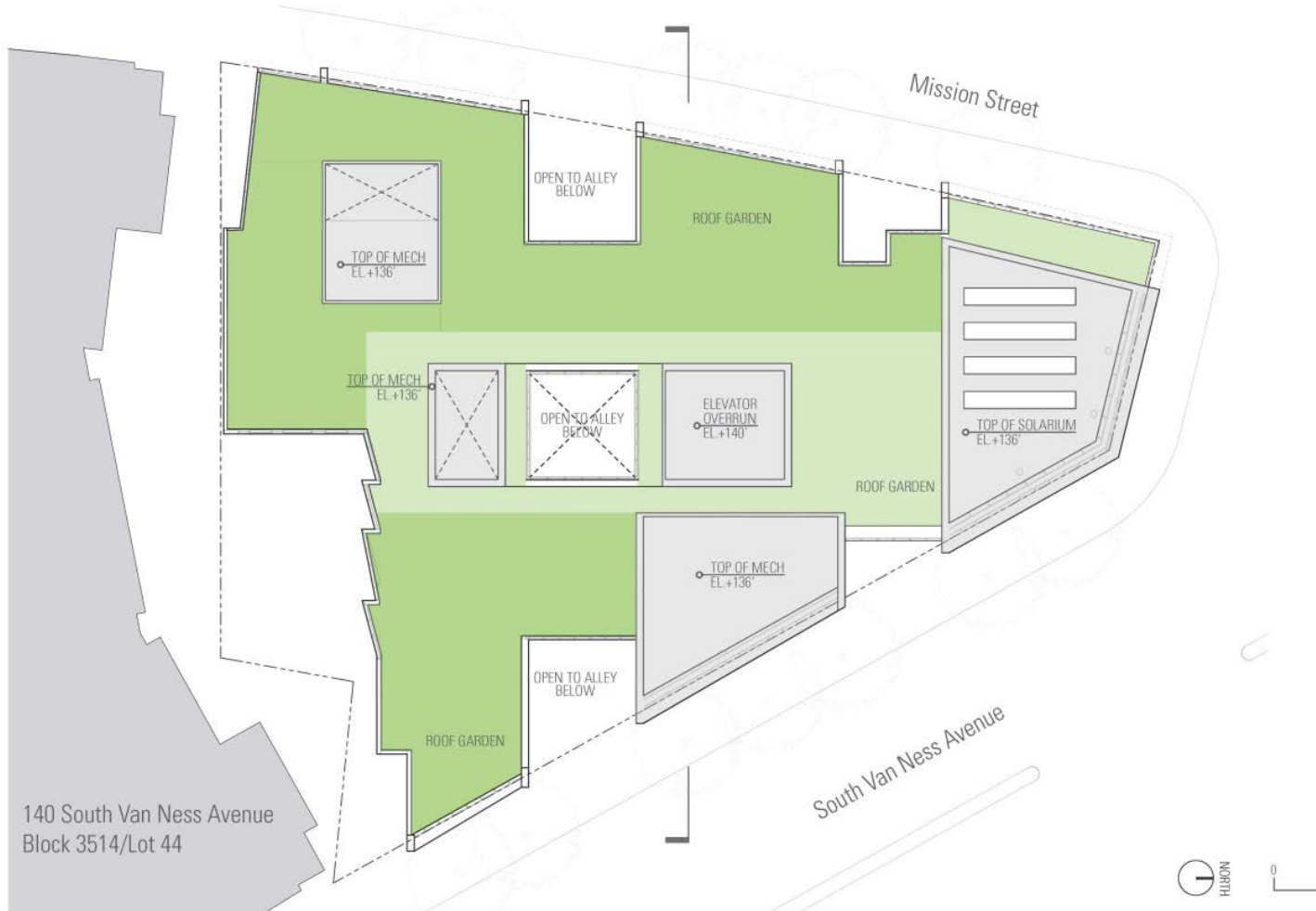


Figure 7: East and West Elevations

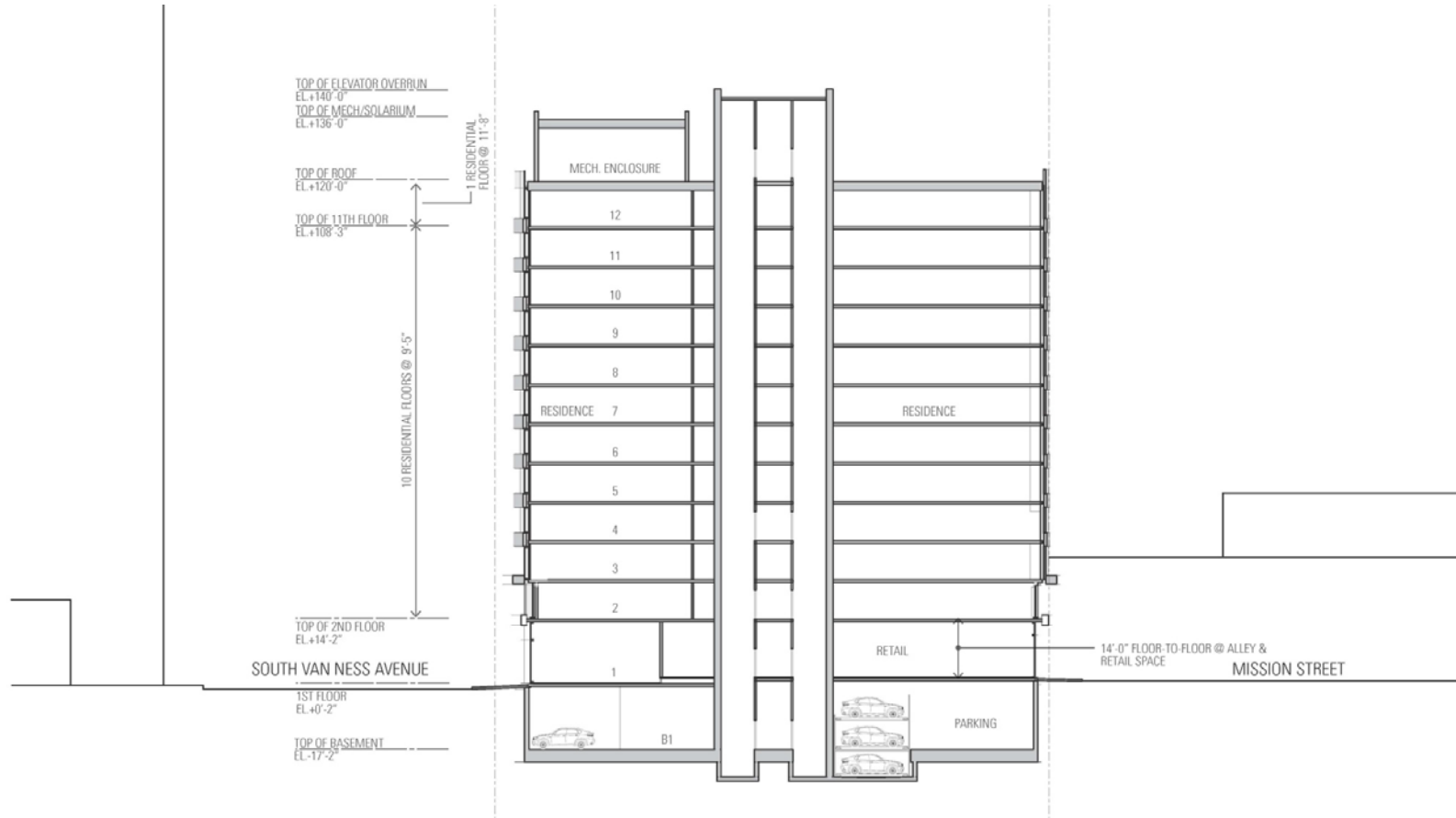


East Elevation
SOUTH VAN NESS AVE



West Elevation
MISSION STREET

Figure 8: Building Section



EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the Final Programmatic Environmental Impact Report for the *Market and Octavia Area Plan* (Market and Octavia PEIR).² The CPE Checklist indicates whether the proposed project would result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the Market and Octavia 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 Market and Octavia PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with CEQA Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures and Improvement Measures sections at the end of this checklist.

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeological resources, transportation, air quality, hazardous materials, and geology, soils and seismicity. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line).

Implementation of the proposed project would result in the construction of a new building that would be 12 stories and 120 feet tall. The building would contain 220 dwelling units and 7,336 sf of retail space and 97 below-grade vehicle parking spaces. As discussed below in this CPE Checklist, the proposed project would not result in new, significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Market and Octavia PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted or passed or are underway that affect the physical environment and/or environmental review methodology for projects in the Market and Octavia Plan Area. As discussed further in each topic area as referenced, the following policies, regulations, statutes, and funding measures supersede mitigation measures or further reduce less-than-significant impacts identified in the PEIR:

- State CEQA statute regarding aesthetics and parking, effective January 2014 (see Aesthetics and Parking, below).

² San Francisco Planning Department, *Market and Octavia Area Plan Final Environmental Impact Report*, Case No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007. Available at www.sf-planning.org/index.aspx?page=1714 or at the Planning Department, 1650 Mission Street, Suite 400.

- State CEQA statute, effective January 2014 and revised January 2016, and Planning Commission resolution, effective March 2016, regarding automobile delay and vehicle miles traveled (see Automobile Delay and Vehicle Miles Traveled, below);
- San Francisco ordinances establishing construction dust control measures, effective July 2008, and enhanced ventilation requirements for urban infill sensitive use developments, amended December 2014 (see Air Quality, below);
- San Francisco Health Code Article 22A amendments (“Maher Ordinance”), effective August 2013 (see Hazardous Materials, below).

Aesthetics and Parking

In accordance with CEQA Section 21099(d)(1), aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. The proposed project meets these 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.

Automobile Delay and Vehicle Miles Traveled

CEQA Section 21099(b)(1) 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 *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 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 riding transit, walking, and bicycling.) Thus, a VMT analysis instead of an automobile delay analysis is provided in the Transportation and Circulation section below.

³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, 1601 Mission Street, March 15, 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.2014.1121ENV.

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

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>
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR determined that implementation of the *Market and Octavia Area Plan* would not result in a significant adverse impact related to land use and land use planning, and no mitigation measures were identified. The proposed project consists of the construction of a new building that would be 12 stories and 120 feet tall. The building would contain 220 dwelling units and 7,336 sf of retail space. The proposed project is within the scope of development projected under the *Market and Octavia Area Plan*. Furthermore, the Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is consistent with the zoning controls and the provisions of the Planning Code applicable to the project site and is consistent with the bulk, density, and land uses as envisioned in the *Market and Octavia Area Plan*.^{5, 6}

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to land use and land use planning beyond those identified in the Market and Octavia PEIR.

⁵ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, *Citywide Planning and Policy Analysis, Case No. 2014.1121ENV, 1601 Mission Street*, January 22, 2016.

⁶ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, Case No. 2014.1121ENV, 1601 Mission Street*, February 18, 2016.

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 goal of the *Market and Octavia Area Plan* is to implement citywide policies to increase the supply of high-density housing in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and infill development sites. The Market and Octavia PEIR analyzed a projected increase of 7,620 residents in the plan area by the year 2025 and determined that this anticipated growth would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project consists of the construction of a new building that would be 12 stories and 120 feet tall. The building would contain 220 dwelling units and 7,336 sf of retail space. Implementation of the proposed project would result in a net increase of about 411 residents and nine new employees on the project site.⁷ The population growth associated with the proposed project is within the scope of the population growth that was anticipated under the *Market and Octavia Area Plan* and analyzed in the Market and Octavia PEIR.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to population and housing beyond those identified in the Market and Octavia PEIR.

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

⁷ The Market and Octavia PEIR assumed that the plan area would have an average household size of 1.87 residents per dwelling unit in the year 2025. Existing and proposed retail employment was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review*.

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

The Market and Octavia PEIR noted that although more development would be allowed in the plan area, the implementation of urban design guidelines and other rules being practiced, the overall impact of general development in the plan area on historical resources would be less than significant. No mitigation measures were identified.

Under CEQA, evaluation of the potential for proposed projects to impact historical resources is a two-step process. The first step is to determine whether the property is a historical resource as defined in CEQA Guidelines Section 15064.5(a)(3). If it is determined to be a historical resource, the second step is to evaluate whether the action or project proposed would cause a substantial adverse change.

The project site is currently occupied by the Tower Car Wash and Chevron Gas Station, consisting of two buildings (one one-story and one two-story) and a corner tower structure connected by a canopy as well as a separate canopy over the gas pump island.

A historic resource evaluation (HRE) was prepared for the project site.⁸ Planning Department preservation staff reviewed the HRE and concurred with the findings and analysis regarding historical significance.⁹ The HRE and the findings of preservation staff are summarized as follows.

Prior to the extension of Van Ness Avenue from Market Street to Howard Street in 1931–1933, the project site comprised a series of rectangular lots. The extension required the demolition of some of the earlier buildings on the project site and created a new trapezoidal-shaped lot with street frontage along Mission Street and the newly created South Van Ness Avenue. The Firestone Tire and Rubber Company built a showroom and service station on the project site in 1932. The structure was significantly modified in 1995-96 for the current car wash/gas station use. Remnants of the original building, including a portion of the elevation along South Van Ness Avenue, the upper portion of the corner tower, and the overall canopy, were retained.

Although the property has a long association with automobile services, the property was not a significant Firestone facility, nor was it part of the early and significant development of the Van Ness 'Auto Row' corridor. None of the current businesses, or the development of these businesses, appear to be historically significant. Furthermore, the property is not associated with individuals who may have been considered historically important, and this particular Firestone Tire and Service Station /Tower Car Wash was not identified as a property best representing the productive lives of any such significant people. While the original design may have been architecturally significant, the substantial alterations that occurred in 1995–96 compromised that design to such an extent that evaluation of the original design is not possible.

⁸ Page & Turnbull, Inc., *1601 Mission Street Historic Resource Evaluation, Part 1*, November 30, 2015.

⁹ San Francisco Planning Department, *Historic Resource Evaluation Response, 1601 Mission Street*, January 26, 2016.

In the Market & Octavia Area Plan Historic Resource Survey, the preservation consultants identified a California Register-eligible historic district – the South Van Ness Deco-Moderne Historic District, containing 45 parcels and 35 contributing resources, significant under Criterion 1 (events) and Criterion 3 (Design/Construction) with a period of significance of 1920-1940 – but this district was not adopted by the Landmarks Preservation Board or the Planning Commission. The subject property was identified as a contributing resource to this historic district. Based on information in Planning Department files and provided by the project sponsor, staff finds that 1601 Mission Street does not appear eligible for inclusion in the California Register of Historical Resources individually or as part of a historic district.

For these reasons, the proposed project would not contribute to the significant project-specific or cumulative historic resource impacts identified in the Market and Octavia PEIR, and no historic resource mitigation measures are applicable to the proposed project.

Archeological Resources

The Market and Octavia PEIR determined that implementation of the area plan could result in significant impacts on archeological resources and identified four mitigation measures that would reduce these potential impacts to less-than-significant levels (Mitigation Measures C1 through C4). Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties, applies to properties that have a final Archeological Resource Design/Treatment Plan (ARDTP) on file; it requires that an addendum to the ARDTP be completed. Mitigation Measure C2: General Soil-Disturbing Activities, was determined to be applicable to any project involving any soil-disturbing activities below a depth of 4 feet below ground surface (bgs) and located in areas for which no archeological assessment report has been prepared. Mitigation Measure C2 requires that a Preliminary Archeological Sensitivity Study (PASS) be prepared by a qualified consultant or that a Preliminary Archeological Review (PAR) be conducted by Planning Department staff. Mitigation Measure C3: Soil-Disturbing Activities in Public Street and Open Space Improvements, applies to improvements to public streets and open spaces if those improvements disturb soils below a depth of four feet bgs; it requires an Archeological Monitoring Program. Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District, applies to projects in the Mission Dolores Archeological District that result in substantial soils disturbance; it requires an Archeological Testing Program as well as an Archeological Monitoring Program and an Archeological Data Recovery Program, if appropriate.

Based on a review of Planning Department records, no previous archaeological investigations have occurred in the project site. Pursuant to Market and Octavia PEIR Mitigation Measure C2, a PAR was conducted by Planning Department staff for the proposed project.¹⁰ Despite the fact that the project site has previously been disturbed from the installation of the underground storage tanks, there is a reasonable probability that there is a significant archeological record intact within the site, especially related to prehistoric deposits that may be affected by the excavation, deep foundation, and possible soils improvement required by the project. Therefore, Project Mitigation Measure 1 – Archaeological Testing, is required to reduce potential significant impacts of the proposed project to archaeological resources to a less-than-significant level. With implementation of this mitigation measure, the proposed project would not result in significant project-specific or cumulative impacts on archaeological resources that were not identified in the Market and Octavia PEIR.

¹⁰ Randall Dean, San Francisco Planning Department, *1601 Mission Street (2014.1121ENV) – Preliminary Archeological Review*, February 25, 2016.

<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) 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 Market and Octavia PEIR identified significant traffic impacts at seven intersections. As discussed above under Changes in the Regulatory Environment, 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 Market and Octavia PEIR associated with automobile delay are not discussed in this checklist.

The Market and Octavia PEIR identified one significant and unavoidable cumulative transit impact on the 21 Hayes Muni route.

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes under the *Market and Octavia Area Plan* would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

Trip Generation

Trip generation for the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* developed by the Planning Department. The proposed residential and retail uses would generate an estimated 3,301 person trips (inbound and outbound) on a weekday daily basis, consisting of 937 person trips by auto, 949 transit trips, 912 walk trips, and 503 trips by other modes. During the p.m. peak hour, the proposed project would generate an

estimated 127 person trips by auto. Accounting for vehicle occupancy data for the project site's census tract, the proposed project would generate 725 daily vehicle trips, 106 of which would occur during the p.m. peak hour.¹¹

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 vehicle miles traveled (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 to multiple blocks in outer neighborhoods, and 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 residential and retail 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.^{12,13}

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 screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

¹¹ CHS Consulting Group, *1601 Mission Street Mixed-Use Residential Project Transportation Impact Study – Final Report*, March 2016.

¹² 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.

¹³ San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

For residential development, the regional average daily VMT per capita is 17.2,¹⁴ and the future 2040 regional average household VMT is 16.1. For retail development, the existing regional average daily employee VMT per capita is 14.9, and the future 2040 regional average daily retail employee VMT per capita is 14.6.

Table 1 identifies the regional VMT, 15 percent below the regional average VMT, and the VMT in the transportation analysis zone (TAZ) in which the project site is located (579). In TAZ 579, the existing average daily household VMT per capita is 3.9 and the existing average daily retail employee VMT per capita is 9.2. The TAZ 579 VMT averages are more than 15 percent below the existing regional VMT averages of 17.2 and 14.9, respectively, and the proposed project would not result in substantial additional VMT.¹⁵

Table 1 Daily Vehicle Miles Traveled

Land Use	Bay Area		TAZ 579
	Regional Average	15 % below the Regional Average	
Households (Residential)	17.2	14.6	3.9
Employment (Retail)	14.9	12.6	9.2

Table 2 identifies the future 2040 regional average VMT, 15 percent below the regional average VMT, and the VMT in the TAZ in which the project is located. In TAZ 579, the future 2040 average daily household VMT per capita is 3.2 and the future 2040 average daily retail employee VMT per capita is 9.2. These averages are more than 15 percent below the future 2040 regional VMT averages of 16.1 and 14.6, respectively, and the proposed project would not result in substantial additional VMT.¹⁶

Table 2 Daily Vehicle Miles Traveled – Future 2040

Land Use	Bay Area		TAZ 579
	Regional Average	15 % below the Regional Average	
Households (Residential)	16.1	14.6	3.2
Employment (Retail)	14.6	12.6	9.2

Therefore, the proposed project would not cause substantial additional VMT and impacts would be less than significant.

¹⁴ Includes the VMT generated by the households in the development.

¹⁵ San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 1601 Mission Street, March 14, 2016.

¹⁶ *Ibid.*

Transit

The project site is well served by public transportation. Within one-half mile of the project site are approximately 20 Muni lines that operate at a frequency of at least every 15 minutes during the a.m. and p.m. peak periods. The Civic Center BART station is about a half mile walk from the project site.

The project would be expected to generate 949 daily transit trips, including 143 transit trips during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 143 p.m. peak-hour transit trips would be accommodated by existing capacity. Therefore, the proposed project would not result in unacceptable levels of transit service or cause an increase in transit delays or operating costs such that significant adverse impacts to transit service would result.

As discussed above, the Market and Octavia PEIR identified significant and unavoidable cumulative transit delay impacts to the 21 Hayes Muni route. The project's 143 p.m. peak-hour transit trips would be distributed among several nearby transit lines and would not be a substantial proportion of the overall additional transit volume generated by projects developed under the *Market and Octavia Area Plan*. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts.

The transportation analysis considered implementation of the Van Ness Avenue Corridor Bus Rapid Transit (BRT) project, which would create center-running transit-only lanes and signal prioritization for buses along Van Ness Avenue from Lombard Street to Mission Street. The project would also include a number of street improvements along the proposed route. The BRT line would not run past the project site but would end just north of the site, on the north side of Mission Street on South Van Ness Avenue. As presented in the Van Ness Avenue BRT Project Final Environmental Impact Statement/ Environmental Impact Report, approximately 24 to 32 percent of the Van Ness Avenue traffic would change travel patterns, including driving on parallel streets, shifting the vehicle trip to other times of day, or shifting to other modes, such as transit, walking, and bicycling.

The 1601 Mission Street transportation analysis also considered changes to the South Van Ness/Mission Street/Otis Street/12th Street intersection, as developed as part of the Van Ness Avenue BRT and other transportation projects. The westbound lane configurations along Mission Street would be modified from an exclusive right-turn lane, two through lanes, and one exclusive left-turn lane, to one exclusive right-turn lane, one through lane, one shared through/left-turn lane, and one exclusive left-turn lane. The northbound lane configurations along South Van Ness Avenue would also be modified from two through lanes and one shared through/right-turn lane to two through lanes and one exclusive right-turn lane. The proposed 1601 Mission Street project would not conflict with the Van Ness BRT or other transportation projects.

Pedestrians, Bicycles, Loading, Emergency Access, and Construction

Because the proposed project is within the scope of development projected under the *Market and Octavia Area Plan*, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the PEIR.

The proposed project would include a driveway access point along the west side of South Van Ness Avenue to access the underground parking garage and ground-floor loading space. The project would not substantially interfere with bicycle or pedestrian access and would not create hazardous conditions. Nonetheless, to further minimize the less-than-significant impacts related to pedestrians, bicyclists,

loading, and emergency access, the project sponsor has agreed to implement the following improvement measures: Improvement Measures 1 (Monitoring and Abatement of Queues), 2 (Active Garage Parking Driveway Controls), 3 (Transportation Demand Management), and 4 (Coordination of Move-in/Move-out Operations, Large Deliveries, and Garbage Pick-Up Operations).

Construction-related transportation impacts would be less than significant. Nonetheless, the project sponsor has agreed to implement Improvement Measures 5 (Construction Truck Deliveries During Off-Peak Periods) and 6 (Construction Management Plan) to further minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers.

For these reasons, the proposed project would not result in significant project-specific impacts related to transportation beyond those identified in the Market and Octavia PEIR and would not contribute considerably to cumulative transportation impacts that were identified in the Market and Octavia 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"/>

Construction Impacts

The Market and Octavia PEIR noted that the background noise levels in San Francisco are elevated primarily due to traffic noise and that some streets, such as Market Street, have higher background noise levels. The PEIR identified an increase in the ambient noise levels during construction, dependent on the types of construction activities and construction schedules, and noise from increased traffic associated with construction truck trips along access routes to development sites. The PEIR determined that

compliance with the San Francisco Noise Ordinance (Noise Ordinance), codified as Article 29 of the San Francisco Police Code, would reduce construction impacts to less-than-significant levels. No mitigation measures related to construction noise were identified in the Market and Octavia PEIR.

All construction activities for the project during the 24-month construction period would be subject to and would comply with the Noise Ordinance, which requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA¹⁷ at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the SFPW or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work exceeds 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 SFPW authorizes a special permit for conducting the work during that period.

The DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Although pile driving is not required or proposed, occupants of nearby properties could be disturbed by construction noise during the 24-month construction period. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise levels in the project vicinity during construction of the proposed project would not be considered a significant impact because the construction noise would be temporary, intermittent, and restricted in occurrence and level due to required compliance with the Noise Ordinance.

For these reasons, the proposed project would not result in significant project-specific or cumulative construction-related noise and vibration impacts beyond those identified in the PEIR, and no noise mitigation measures are necessary.

Operational Impacts

The Market and Octavia PEIR noted that area plan-related land use changes would have the potential to create secondary noise impacts associated with projects' fixed-location heating, ventilating, or air-conditioning equipment and other localized noise-generating activities. The PEIR determined that existing ambient noise levels in the plan area would generally mask noise from new on-site equipment. Therefore, the increase in noise levels from operation of equipment would be less than significant. The PEIR also determined that all new development in the plan area would be required to comply with Title 24 of the California Code of Regulations and with the Land Use Compatibility Guidelines for Community Noise in the Environmental Protection Element of the General Plan,¹⁸ which would prevent significant operational impacts on sensitive receptors.

Ambient noise levels in San Francisco are largely influenced by traffic. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible

¹⁷ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

¹⁸ San Francisco General Plan, Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise, last amended December 2, 2004. Available at: www.sf-planning.org/ftp/general_plan/16_Environmental_Protection.htm.

to most people (a 3 decibel increase). As discussed under CPE Checklist Topic 4, Transportation and Circulation, the project would generate 106 vehicle trips during the p.m. peak hour. Given the existing traffic volumes in the project vicinity, the project-related increase in vehicle trips during the p.m. peak hour would not double the traffic volumes on any given street in the project vicinity. Therefore, the proposed project would not result in a perceptible increase in noise levels from project-related traffic and would not contribute to a considerable increment or to any cumulative noise impacts related to traffic.

An environmental noise study was completed for the proposed project to assess existing noise conditions and to make recommendations for building materials specifications to meet Title 24 requirements.¹⁹ The noise study found that ambient noise levels at the boundaries of the project site range from 76 to 78 DNL²⁰. Part 1 of the Supplement to the California Building Code, effective July 1, 2015, requires that the indoor noise level in residential units of multi-family dwellings not exceed DNL 45 decibels. To meet the indoor criterion of 45 decibels, the noise study recommends window and exterior door STC ratings ranging from 39 to 45.²¹

During the review of the building permit application, the DBI would check project plans for compliance with applicable noise standards. Compliance with applicable noise standards would ensure that project-related impacts from exposure of building residents to ambient noise and project-related operational noise would result in less-than-significant impacts.

The project includes the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise. The operation of this equipment would be required to comply with the standards set forth in Section 2909 of the Noise Ordinance, which would minimize noise from building operations. Therefore, noise impacts related to the project's operation would be less than significant. The proposed building also would not contribute to a considerable increment or to any cumulative noise impacts related to noise from mechanical equipment.

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

For these reasons, the project would not result in significant project-specific or cumulative noise and vibration impacts beyond those identified in the PEIR, and no noise mitigation measures are necessary.

¹⁹ Charles M. Salter Associates Inc., 1601 Mission Residences PPA Environmental Noise Study, September 25, 2015.

²⁰ DNL = Day-Night Average Sound Level. Part 1 of the Supplement to the California Building Code, effective July 1, 2015, requires that the indoor noise level in residential units of multi-family dwellings not exceed DNL 45 decibels.

²¹ Sound Transmission Class (STC) is a single-number rating that quantifies the airborne sound-insulating performance. Increasing STC ratings correspond to improved airborne sound insulation.

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6. AIR QUALITY —Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter during construction of development projects under the area plan. The PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels. Market and Octavia PEIR Mitigation Measures E1 and E2 address air quality impacts during construction. All other air quality impacts were found to be less than significant.

Construction Dust Control

Market and Octavia PEIR Mitigation Measure E1: Construction Mitigation Measure for Particulate Emissions, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. Subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 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 DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures.

The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure E1. Therefore, the portion of PEIR Mitigation Measure E1 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, particulate matter, nitrogen dioxide, sulfur dioxide, 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. The Bay Area Air Quality Management District's *CEQA Air Quality Guidelines (Air Quality Guidelines)* provide screening criteria²² for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the *Air Quality Guidelines*, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project, with a total of 220 dwelling units, is below both the construction screening criterion ("apartment, high-rise, 249 dwelling units" land use type) and the operational screening criterion ("apartment, high-rise, 510 dwelling units" land use type). The 7,336 sf of ground-floor retail is well below the "strip mall" screening criteria for construction (277,000 sf) and operation (99,000 sf), and combined with the residential use would not exceed criteria air pollutant screening levels. Therefore, the proposed project would not result in any significant project-specific or cumulative impacts related to criteria air pollutants beyond those identified in the Market and Octavia PEIR. A detailed air quality assessment is not required, and no mitigation measures are necessary.

Health Risk

Subsequent to certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 7, 2014), codified as Health Code Article 38, Enhanced Ventilation Required for Urban Infill Sensitive Use Developments. The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. Projects within the APEZ require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The project site is within the APEZ.

Construction

The project site is within an identified APEZ; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. Market and Octavia PEIR Mitigation Measure E2: Construction Mitigation Measure for Short-Term Exhaust Emissions, requires construction equipment to be maintained and operated so as to minimize exhaust emissions of particulates and other pollutants. Project construction would require the use of diesel construction equipment. Thus, in accordance with the Market and Octavia PEIR requirements, the project sponsor has agreed to implement PEIR Mitigation Measure E2 (Project Mitigation Measure 2), which would reduce exhaust emissions from construction equipment. Therefore, impacts related to construction health risks would be less than significant through

²² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2011, pp. 3-2 to 3-3.

implementation of Project Mitigation Measure 2, Construction Air Quality. The full text of the mitigation measure is provided in the Mitigation Measures section below.

Siting Sensitive Land Uses

For sensitive-use projects within the APEZ, such as the proposed project, Article 38 requires that the project sponsor submit an enhanced ventilation proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a minimum efficiency reporting value 13 filtration. The DBI will not issue a building permit without written notification from the Director of the DPH that the applicant has an approved enhanced ventilation proposal.

In compliance with Article 38, the project sponsor has submitted an initial application for an enhanced ventilation proposal to the DPH.²³ The regulations and procedures set forth in Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore, impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Siting New Sources

The proposed project would not generate more than 10,000 vehicle trips per day, more than 100 truck trips per day, or more than 40 refrigerated truck trips per day. The proposed project would include a backup diesel generator that would meet Tier 2 emission standards and be equipped with a California Air Resources Board (ARB) Level 3 verified diesel emissions control strategy equipment.²⁴ Therefore, the proposed project would have no impacts related to introducing new sources of air pollutants.

Conclusion

For these reasons, the proposed project would not result in significant air quality impacts beyond those identified in the 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>
7. GREENHOUSE GAS EMISSIONS —Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The State CEQA Guidelines were amended in 2010 to require an analysis of a project’s greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007 and therefore did not analyze the effects of GHG emissions. In addition, the BAAQMD has prepared guidelines that

²³ Jonathan Piakis, Department of Public Health, email confirming receipt of Article 38 application for 1601 Mission Street, December 10, 2015.

²⁴ Jessie Stuart, Trumark Urban, email to Jeanie Poling re 1601 Mission construction and generator information, February 8, 2016.

provide methodologies for analyzing air quality impacts under CEQA, including the impact of GHG emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with a GHG reduction strategy to conclude that the project's GHG emissions are less than significant. The following analysis is based on BAAQMD and CEQA guidelines for analyzing GHG emissions. As discussed below, the proposed project would not result in any new significant impacts related to GHG emissions.

San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁵ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,²⁶ exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2010 Clean Air Plan*,²⁷ Executive Order S-3-05,²⁸ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{29,30} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³¹ and B-30-15.^{32,33} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by constructing a 120-foot-tall, 12-story mixed-use building containing 220 dwelling units, 7,336 square feet of retail space, and 97 vehicle parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would

²⁵ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

²⁶ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

²⁷ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

²⁸ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

²⁹ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³⁰ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³¹ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³² Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³³ San Francisco's GHG Reduction Goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

reduce the project's GHG emissions related to transportation, energy use, waste reduction, and energy conservation.

Compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, transportation management programs, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation Ordinance, and Water Efficient Irrigation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁴

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements related to construction and demolition debris recycling. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁵ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements for new construction would serve to increase carbon sequestration. Compliance with the Wood Burning Fireplace Ordinance would reduce emissions of black carbon. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).³⁶ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.³⁷

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations; and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia PEIR and no mitigation measures are necessary.

³⁴ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

³⁵ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

³⁶ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

³⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 1601 Mission Street*, February 9, 2016.

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8. WIND AND SHADOW —Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

The Market and Octavia PEIR determined that new construction developed under the area plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level winds. PEIR Mitigation Measure B1: Buildings in Excess of 85 Feet in Height, and PEIR Mitigation Measure B2: All New Construction, require individual project sponsors to minimize the wind effects of new buildings developed under the area plan through site and building design measures. The Market and Octavia PEIR concluded that implementation of PEIR Mitigation Measures B1 and B2, in combination with existing Planning Code requirements, would reduce both project-level and cumulative wind impacts to less-than-significant levels.

The 1601 Mission Street building would be 120 feet in height; thus, PEIR Mitigation Measure B1 applies to the project. PEIR Mitigation Measure B2, which applies to all new construction, also applies to the project. To determine project compliance with these mitigation measures, a pedestrian wind assessment was prepared.³⁸ The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development and to assess pedestrian comfort and hazard levels as specified in San Francisco Planning Code Section 148.

San Francisco Planning Code Section 148 states that in C-3 Districts, buildings and additions must be shaped, or other wind-baffling measures shall be adopted, so that the project will not cause ground-level wind currents to exceed, more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and 7 m.p.h. equivalent wind speed in public seating areas. When wind speeds exceed the comfort level, the project must be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, allowing the building or addition to add to the amount of time that the comfort level is exceeded. No exception can be granted to projects that cause equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

The wind tunnel model included the project site and all relevant surrounding buildings and topography within a 1,500-foot radius of the project site. The mean speed profile and turbulence of the natural wind approaching the modelled area were simulated in a model that was instrumented with 37 wind speed sensors to measure mean and gust wind speeds at a full-scale height of approximately 5 feet. Of the 37 locations, two locations on the site were covered by the existing building in the existing configuration. These locations, along the proposed mid-block open space, would be accessible to pedestrians and were modeled for the existing plus project and project plus cumulative configurations. Buildings within the

³⁸ RWDI, Inc., *Pedestrian Wind Conditions Consultation Wind Tunnel Tests, 1650 Mission Street, San Francisco*, February 29, 2016.

study radius that are currently under construction were included in all test configurations, and anticipated future buildings were included in the project plus cumulative configuration.

Wind Comfort Levels

For the existing configuration, wind conditions in the vicinity of the project site were generally high with wind speeds averaging 13 mph for all 35 measurement locations. The highest wind speeds occurred at one location along Mission Street north of the project site, along South Van Ness Avenue, and along Otis Street west of South Van Ness Avenue (15–17 mph at eight locations). Wind speeds at 21 of the 35 test locations exceed the Planning Code's 11 mph pedestrian comfort criterion. Winds currently exceed the 11 mph criterion less than 17 percent of the time.

For the existing plus project configuration, wind speeds generally remained similar, with the average wind speed for all 37 test locations remaining at 13 mph. The high wind speeds along South Van Ness Avenue and at the intersection of South Van Ness Avenue and Otis Street remained similar to the existing configuration. The 11 mph criterion was exceeded 18 percent of the time, a 1 percent increase compared to existing conditions. Wind speeds at 26 of the 37 test locations exceed the Planning Code's 11 mph pedestrian comfort criterion. This is five more locations compared to the existing configuration, two of which are the two new locations added in the existing plus project configuration.

For the project plus cumulative configuration, the average wind speed increased by 2 percent compared to the existing and existing plus project configurations (15 mph for all 37 measurement locations). The highest wind speeds (18–23 mph) were noted along South Van Ness Avenue south of Mission Street and at the intersection of South Van Ness Avenue and Otis Street. The 11 mph criterion was exceeded 26 percent of the time, while wind speeds at 32 out of 37 test locations exceed the Planning Code's 11 mph pedestrian comfort criterion. These increases are a direct result of future building massing in the area and not the 1601 Mission Street project itself.

Wind Hazard Levels

Of the 35 locations tested for the existing configuration, none currently exceed the hazard criterion. Also no locations exceed the hazard criterion in the existing plus project configuration. Three locations exceed the hazard criterion in the project plus cumulative configuration along South Van Ness Avenue and at the intersection of South Van Ness Avenue and Otis Street. These exceedences are a direct result of future building massing in the area and not the project itself.

For these reasons, the proposed project would not result in any significant project-specific or contribute to cumulative wind impacts beyond those identified in the Market and Octavia PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code Section 295.

The Market and Octavia PEIR analyzed shadow impacts on nearby existing and proposed open spaces under the jurisdiction of the San Francisco Recreation and Park Commission as well as those that are not (the War Memorial Open Space and United Nations Plaza). The Market and Octavia PEIR determined that implementation of the Area Plan would not result in a significant shadow impact on Section 295 open spaces at the program or project level but identified potentially significant shadow impacts on non-Section 295 open spaces. Mitigation Measure A1: Parks and Open Space Not Subject to Section 295, would reduce but may not eliminate significant shadow impacts on the War Memorial Open Space and United Nations Plaza. The PEIR determined that shadow impacts on non-Section 295 open spaces could be significant and unavoidable.

Implementation of the project would result in the construction of a 120-foot-tall building. The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The shadow fan analysis prepared by the Planning Department determined that the project would not cast shadow on any nearby parks or open spaces.³⁹ Therefore, Market and Octavia PEIR Mitigation Measure A1 would not be applicable to the proposed project.

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

For these reasons, the proposed project would not result in significant project-specific or cumulative shadow impacts beyond those identified in the Market and Octavia PEIR.

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

The Market and Octavia PEIR concluded that implementation of the area plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or

³⁹ San Francisco Planning Department, *Preliminary Project Assessment Shadow Fan Analysis, 1601 Mission Street*, October 3, 2014.

expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Market and Octavia PEIR.

The proposed project would include usable open space in the form of private and common roof decks and a publicly accessible mid-block open space. This usable open space would help alleviate the demand for recreational facilities.

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts related to recreation beyond those identified in the Market and Octavia PEIR.

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

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

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts on utilities and service systems beyond those identified in the Market and Octavia PEIR.

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

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

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any project-specific or cumulative impacts on public services beyond those identified in the Market and Octavia PEIR.

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

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the Market and Octavia PEIR, the plan area is a developed urban environment completely covered by structures, impervious surfaces, and introduced landscaping. No known, threatened, or endangered animal or plant species are known to exist in the project vicinity that could be affected by the development anticipated under the area plan. In addition, development envisioned under the area plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the area plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The proposed project is within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any project-specific or cumulative impacts on biological resources that were not identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS —Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR did not identify any significant operational impacts related to geology, soils, and seismicity. Although the PEIR concluded that implementation of the area plan would indirectly increase the population that would be exposed to geologic hazards such as earthquakes, seismic ground shaking, liquefaction, and landslides, the PEIR noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to acceptable levels given the seismically active characteristics of the Bay Area.

The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. The PEIR found that implementation of Mitigation Measure G1: Construction-Related Soils Mitigation Measure, which consists of construction best management practices to prevent erosion and discharge of soil sediments into the storm drain system, would reduce any potential impacts to less-than-significant levels.

Market and Octavia PEIR Mitigation Measure G1 (Project Mitigation Measure 3), would apply to the project and would address potential impacts related to soil erosion during project construction and would reduce any potential impacts to less-than-significant levels.

A preliminary geotechnical investigation was conducted for the proposed project.⁴⁰ The investigation included reviewing previously performed geotechnical investigations at the site, drilling four borings at the site, and performing engineering analyses to develop conclusions and recommendations regarding seismic hazards, appropriate foundation types, site preparation, and compliance with California Building Code seismic criteria.

The relatively level project site is underlain by approximately 9 to 12.5 feet of fill, consisting of very loose to medium dense sand and silty sand with rubble fragments. The fill is underlain by loose to dense sand (dune sand) to depths of approximately 20-21 feet. The dune sand is underlain by a layer of medium dense clayey sand and medium stiff to sand clay and clay with sand, locally known as marsh deposit, to depths of approximately 22-23 feet below ground surface. The marsh deposit is underlain by dense to very dense sand, clayey sand to a depth of at least 81 feet.

The project site is not within a seismic hazard zone (liquefaction or landslide zone), and the risk for lateral spreading or fault rupture at the site is low.

⁴⁰ Rollo & Ridley Geotechnical Engineers and Scientists, *Geotechnical Investigation, 1601 Mission Street, Street, San Francisco, California*, November 5, 2015.

The geotechnical report presents several recommendations for foundations. The project sponsor anticipates that the project will follow the report’s recommendations for a mat foundation with over-excavation.⁴¹ For this foundation type, the soil between the bottom of the foundation and the bearing layer is removed and replaced with either lean concrete or structural engineered fill (compacted soil). The geotechnical report also includes recommendations related to basement walls, basement slab/waterproofing/dewatering, shoring, underpinning, site preparation and grading, drainage and infiltration, seismic design, and construction monitoring.

The proposed project is required to comply with the San Francisco Building Code (Building Code), which includes seismic safety standards for all new construction in San Francisco. The DBI will review the project-specific geotechnical report during its review of the building permit application for the proposed project. In addition, the DBI may require additional site-specific soils report(s) as needed. Implementation of the recommendations in the geotechnical report, in combination with the requirement for a geotechnical report and the review of the building permit application pursuant to the DBI’s implementation of the Building Code would minimize the risk of loss, injury, or death due to seismic or other geologic hazards.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to geology and soils beyond those identified in the Market and Octavia PEIR.

<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in PEIR</u>
14. HYDROLOGY AND WATER QUALITY —Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁴¹ Jessie Stuart, Trumark Urban, email to Jeanie Poling regarding construction information, February 22, 2016.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR determined that the anticipated increase in population as a result of implementation of the area plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. Groundwater encountered during construction would be required to be discharged in compliance with the City’s Industrial Waste Ordinance (Ordinance No. 199-77) and would meet specified water quality standards. No mitigation measures were identified in the PEIR.

The project site is completely covered by impervious surfaces. Implementation of the proposed project would not substantially change existing surface runoff and drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or substantial erosion or siltation. The rate or amount of surface runoff would not increase to the point that it would exceed the capacity of existing or planned stormwater drainage systems. Furthermore, the proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges into surface and underground bodies of water.

Runoff from the project site would drain into the City’s combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into the San Francisco Bay. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The project site is not within an area in the City prone to flooding during storms.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts on hydrology and water quality beyond those identified in the Market and Octavia PEIR.

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

The Market and Octavia PEIR found that impacts related to hazards and hazardous materials would primarily occur from construction-related activities. Demolition or renovation of existing buildings could result in exposure to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater at a construction site could result in exposure to hazardous materials during construction. The PEIR identified a significant impact associated with soil disturbance during construction for sites in areas of naturally occurring asbestos (NOA). The PEIR found that compliance with existing regulations and implementation of Mitigation Measure F1: Hazardous Materials – Construction Activities, which would require implementation of construction best management practices to reduce dust emissions and tracking of contaminated soils beyond the site boundaries by way of construction vehicles’ tires, would reduce impacts associated with construction-related hazardous materials to less-than-significant levels.

As discussed under Topic 6, Air Quality, subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors adopted the Construction Dust Control Ordinance. The regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Market and Octavia PEIR Mitigation Measure F1. In addition, construction activities in areas containing NOA are subject to regulation under the State Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations, which is implemented in San Francisco by BAAQMD. The proposed project site is not in an area identified as having NOA and therefore would not create a significant hazard to the public or the environment from the release of NOA. For these reasons, PEIR Mitigation Measure F1 is not applicable to the proposed project.

Hazardous Building Materials

Because portions of the building on the project site were constructed in 1932, it is possible that hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos, and lead-based paint are still present on the project site. Prior to demolition on the project site, such materials must be abated in accordance with applicable federal, state, and local regulations. Compliance with such regulations would ensure that the proposed project would not result in significant project-specific or cumulative impacts related to hazardous building materials beyond those identified in the Market and Octavia PEIR.

Soil and Groundwater Contamination

The project would demolish an existing gas station and car wash facility and construct a 12-story residential building with ground-floor retail and below-grade parking. A Phase I Environmental Site Assessment (ESA) prepared for the project site in 2011 concluded that the active underground fuel storage tanks (USTs) installed in 1996 were in compliance with all federal and state UST regulations as of July 1, 2011.⁴² A preliminary subsurface environmental investigation performed in anticipation of the development of the site included soil borings and soil vapor probes at and near the project site.⁴³ The investigation concluded that earth materials beneath the project site to approximately 20 feet below the ground surface are not impacted with either organic or inorganic contaminants at concentrations of environmental concern; that groundwater underlying the property does not appear to be impacted with petroleum hydrocarbons or volatile organic compounds (VOCs); and that the detected contaminants in soil gas do not suggest a vapor intrusion or explosion hazard exists beneath the site. The investigation noted that before any new development takes place, the above-ground and below-ground service station facilities would have to be removed and some remedial action might be necessary.

Site mitigation (the cleanup or management of chemical contaminants in soil, soil vapor, and groundwater) is regulated under several programs within the San Francisco Department of Public Health Site Assessment and Mitigation Program (DPH SAM). The project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the DPH. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I ESA. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other

⁴² EDI Consultants, Phase I Environmental Site Assessment, Chevron/Tower Car Wash & Café, 1601 Mission Street, San Francisco, California, September 8, 2011.

⁴³ Essel Environmental Engineering & Consulting, Preliminary Report, Subsurface Environmental Investigation, Chevron Gasoline Station/Tower Car Wash, 1601 Mission Street, San Francisco, California, December 2, 2015.

appropriate state or federal agencies, and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. The SMP must be approved by DPH before the start of any site earth work.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher application to DPH.⁴⁴ The proposed project would be required to remediate any potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to contaminated soil or groundwater beyond those identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

Fire Hazards and Emergency Response

In San Francisco, fire safety is ensured through the provisions of the San Francisco Building and Fire Codes. During the review of the building permit application, the DBI and the San Francisco Fire Department would review the project plans for compliance with all regulations related to fire safety. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

For these reasons, the project would not result in significant project-specific or cumulative impacts related to hazards and hazardous materials beyond those identified in the Market and Octavia 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>
16. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally imported mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities, which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR did not analyze the area plan’s effects on mineral and energy resources, and no mitigation measures were identified. The project site is not a designated mineral resource recovery site, and implementation of the proposed project would not result in the loss of availability of any mineral resources.

⁴⁴ Russell Yim, San Francisco Department of Public Health, email to Jeanie Poling re 1601 Mission Street Maher application, January 13, 2016.

The PEIR determined that the *Market and Octavia Area Plan* would facilitate the new construction of both residential and commercial uses. Development of these uses would not result in the use of large amounts of water, gas, and electricity in a wasteful manner, or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet or exceed current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI.

For these reasons, the project would not result in any significant project-specific or cumulative impacts related to mineral and energy resources beyond those identified in the Market and Octavia PEIR.

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

The Market and Octavia PEIR did not analyze the area plan’s effects on agriculture and forest resources, and no mitigation measures were identified. The project site is not zoned for or occupied by agricultural uses, forest land, or timberland, and implementation of the proposed project would not convert agricultural uses, forest land, or timberland to non-agricultural or non-forest uses.

For these reasons, the proposed project would have no project-specific or cumulative impacts related to agriculture and forest resources.

MITIGATION MEASURES

Project Mitigation Measure 1: Archeological Testing (Implementing PEIR Mitigation Measure C2)

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

Consultation with Descendant Communities: On discovery of an archeological site⁴⁵ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁴⁶ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

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

⁴⁵ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁴⁶ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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

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

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

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

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects

until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2: Construction Air Quality (Implementing PEIR Mitigation Measure E2)

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. Engine Requirements.

1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The Planning Department’s Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
3. The Contractor shall make the Plan available to the public for review on-site during

working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

- D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Project Mitigation Measure 3: Construction-Related Soils (Implementing PEIR Mitigation Measure G1)

Program- or project-level temporary construction-related impacts would be mitigated through the implementation of the following measures:

BMPs erosion control features shall be developed with the following objectives and basic strategy:

- Protect disturbed areas through minimization and duration of exposure.
- Control surface runoff and maintain low runoff velocities. Trap sediment on site.
- Minimize length and steepness of slopes.

IMPROVEMENT MEASURES

Project Improvement Measure 1: Monitoring and Abatement of Queues. To reduce the potential for queuing of vehicles accessing the project site, the project sponsor/property owner should ensure that recurring vehicle queues do not occur in the public right-of-way adjacent to the project site (i.e., along South Van Ness Avenue). A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

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

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

demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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

Project Improvement Measure 2: Active Garage Parking Driveway Controls. To reduce the potential for queuing of vehicles accessing the project site via South Van Ness Avenue and to reduce and/or eliminate any potential conflicts between vehicles entering and exiting the project driveway and conflicts between moving vehicles and other users of the roadway (e.g., cyclists, pedestrians in sidewalk areas), the project sponsor/property owner should install active parking management controls at the off-street parking garage driveway and within the off-street garage area.

Sensors should be installed at the gated parking garage ramp and at the driveway entrance/exit lane (at the intersection of South Van Ness Avenue) to notify of any inbound or outbound vehicles within the driveway and ramp area. Upon exiting the parking garage, vehicles traveling along the garage ramp and approaching the gate would then trigger a sensor that would activate an electronic sign or signal at the driveway entrance to notify any vehicles, pedestrians, or bicyclists of the exiting vehicle. Additionally, another sensor should be installed at the parking garage driveway entrance that would trigger an electronic sign or signal to notify any outbound vehicle at the parking garage ramp of the inbound vehicle and would be required to wait on the ramp at the gate and let the inbound vehicle enter the driveway and then drive down the ramp before then the exiting vehicle can proceed along the driveway lane and then onto South Van Ness Avenue.

The project sponsor/property owner should install additional traffic calming and safety treatments within the parking driveway area. Specific signage should be installed to notify drivers exiting the parking driveway to slow, stop, and yield to any pedestrians walking along the sidewalk on South Van Ness Avenue (e.g., "Caution: Pedestrian Crossings", "Watch for Pedestrians", "Exit Slowly", "STOP"). Diagonal mirrors should also be installed so that motorists exiting the parking garage and pedestrians on the sidewalk can see each other. The project sponsor/property owner should also install rumble strips or similar devices to maintain slow speeds for vehicles exiting the parking garage.

Project Improvement Measure 3: Transportation Demand Management. The project sponsor/property owner should implement the following measures to minimize the number of single occupancy vehicle (SOV) trips generated by the proposed project for the lifetime of the project.

Identify TDM Coordinator

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

Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

Transportation and Trip Planning Information

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

Data Collection

- *City Access.* As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities should be coordinated through the TDM Coordinator. The project sponsor should assure future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged.

Bicycle Measures

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

Car-Share Measures

- *Parking:* Provide optional car-share spaces as described in Planning Code Section 166(g).
- *Membership:* Offer one annual car share membership for each new resident (one per household) or employee. Recipient would be responsible for the remainder of the costs associated with the membership.

Project Improvement Measure 4 – Coordination of Move-in/Move-Out Operations, Large Deliveries, and Garbage Pick-Up Operations. To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on South Van Ness Avenue or Mission Street (in the event that the on- and off-street loading spaces are occupied, or the truck size exceeds 35 feet in length), residential move-in and move-out activities and larger deliveries should be scheduled and coordinated through building management. For retail uses, appropriate delivery times should be scheduled and should be restricted to occur before 7:00 a.m., between the hours of 10:00 a.m. and 4:00 p.m., and after 8:00 p.m. No

deliveries should occur between 4:00 p.m. and 8:00 p.m. to avoid any conflicts with peak commute period traffic as well as pedestrians and bicyclists on adjacent streets and sidewalk areas.

The project sponsor should enforce strict truck size regulations for use of the off-street loading spaces in the proposed freight loading area. Truck lengths exceeding 35 feet should be prohibited from entering the parking garage and should use existing on-street loading spaces along Mission Street, adjacent to the project site. Appropriate signage should be located at the parking garage entrance to notify drivers of truck size regulations and notify drivers of the on-street loading spaces on Mission Street. The project sponsor should notify building management and related staff, and retail tenants of imposed truck size limits in the proposed freight loading area.

Building management staff should notify drivers of large trucks of proper loading procedures upon entering the off-street parking garage. Because trucks would be required to come to a complete stop on South Van Ness Avenue and then reverse into the parking garage to access the 35-foot-long off-street loading space, building management should require a person to safely guide the truck driver and assist in maneuvering the truck within the public right-of-way and into the parking garage (i.e., spotter). The truck driver and spotter would be responsible for placing traffic safety cones or related devices along the right-most traffic lane on South Van Ness Avenue to provide an adequate buffer or spacing between the truck and moving vehicles on the street to give other drivers proper notice of truck while it maneuvers into the parking garage. Additionally, building staff would be responsible for assuring that no other vehicles enter or exit the parking garage while trucks are reversing into the off-street loading space, and no other vehicles block the driveway lane or restrict access to the loading space.

Appropriate move-in/move-out and loading procedures should be enforced to avoid blocking any streets adjacent to the project site over an extended period of time and reduce potential conflicts between other vehicles and users of adjacent streets as well as movers and pedestrians walking along Mission Street or South Van Ness Avenue. Curb parking for movers on Mission Street or South Van Ness Avenue should be reserved through SFMTA or by directly contacting the local 311 service. It is recommended that residential move-in/move-out activities be scheduled during weekday mid-day hours between 10:00 a.m. and 4:00 p.m. and/or on weekends to avoid any potential conflicts with peak commute period traffic and all users of adjacent roadways.

The project sponsor should coordinate with Recology and enforce strict garbage pick-up periods. Such pick-up times should be restricted to occur before 7:00 a.m., and between the hours of 10:00 a.m. and 2:00 p.m., and no garbage pick-up activities should occur after 3:00 p.m. to avoid any conflicts with vehicle traffic and pedestrians on South Van Ness Avenue. Specific loading procedures (as described above) should also be enforced for Recology vehicles during garbage pick-up periods.

Project Improvement Measure 5 – Construction Truck Deliveries During Off-Peak Periods. The project sponsor and construction contractor(s) should meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor should coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

Project Improvement Measure 6 – Construction Management Plan. In addition to items required in the construction management plan, the project sponsor should include the following:

- *Carpool and Transit Access for Construction Workers.* The construction contractor should include methods to encourage carpooling and transit use to the project site by construction workers in the construction management plan contracts.
 - *Project Construction Updates.* The project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.
-