

DEIR



# DRAFT ENVIRONMENTAL IMPACT REPORT

## 30 Otis Street Project

PLANNING DEPARTMENT  
CASE NO. 2015-010013ENV

STATE CLEARINGHOUSE NO. 2018022024

Draft EIR Publication Date:	JUNE 13, 2018
Draft EIR Public Hearing Date:	JULY 19, 2018
Draft EIR Public Comment Period:	JUNE 13, 2018 - JULY 27, 2018



SAN FRANCISCO  
PLANNING  
DEPARTMENT

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Appendix A: Initial Study/Community Plan Evaluation

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## ACRONYMS AND ABBREVIATIONS

ADRP	archeological data recovery plan
ARB	Air Resources Board
area plan	Market and Octavia Area Plan
Blue Book	Regulations for Working in San Francisco Streets
BRT	Bus Rapid Transit
Bicycle plan	San Francisco Bicycle Plan
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
DTR	Downtown Residential
EIR	Environmental Impact Report
EP	Environmental Planning Division
ERO	Environmental Review Officer
FAR	floor area ratio
FARR	Final Archeological Resources Report
FTA	Federal Transportation Administration
GHG	greenhouse gases
gsf	gross square foot
HABS	Historic American Building Survey

Heritage	San Francisco Architectural Heritage
HRE	Historical Resource Evaluation
IS/CPE	Initial Study/Community Plan Evaluation
LTS	Less than Significant
MLD	Most Likely Descendant
MMRP	mitigation monitoring and reporting program
Muni	San Francisco Municipal Railway
N/A	Not applicable
NCDs	Neighborhood Commercial Districts
NCT	Neighborhood Commercial Transit
NHPA	National Historic Preservation Act
NI	No Impact
NOP	Notice of Preparation
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OPR	Office of Planning and Research
PDF	portable document format
PEIR	Market and Octavia Neighborhood Plan Environmental Impact Report
Plan	Construction Emissions Minimization Plan
Planning Code	San Francisco Planning Code
Planning Department	San Francisco Planning Department
PRC	Public Resources Code
RTO	Residential Transit-oriented

S	Significant
sf	square foot
SFMTA	San Francisco Municipal Transportation Agency
SFPW	San Francisco Public Works
SoMa	South of Market
Status Codes	California Historical Resource Status Codes
SU	Significant Unavoidable
SUM	Significant and unavoidable impact with mitigation
TASC	Transportation Advisory Staff Committee
TDM	Transportation Demand Management
TIS	Transportation Impact Study
TSF	Transportation Sustainability Fee
TTRP	Travel Time Reduction Proposal
VDECS	verified diesel emission control strategy
VMT	Vehicle miles traveled

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## SUMMARY

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### A. INTRODUCTION

This document is a draft *environmental impact report* (EIR) for the proposed 30 Otis Street Project (proposed project). This chapter of the EIR provides a summary of the project, the project sponsor's objectives, a summary of anticipated environmental impacts of the project and identified mitigation measures, a summary of alternatives including identification of the environmentally superior alternative, and areas of controversy to be resolved.

### B. PROJECT SUMMARY

The project sponsor, Align Otis, LLC, proposes to redevelop an approximately 36,000-square-foot (sf) site located at 30 Otis Street in San Francisco's South of Market (SoMa) neighborhood. The proposed project would merge the five lots into one lot, demolish the five existing buildings, and construct a residential building with ground-floor retail and arts activity use. The proposed project would include a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The proposed building would range from 85 to 250 feet tall. It would be approximately 484,635 sf (or 404,770 gross square feet [gsf] per San Francisco Planning Code), and would include 423 residential units ranging from studios to three-bedroom units; 5,585 sf of ground-floor retail space in three separate spaces; 16,600 sf of arts activities space (occupied by the City Ballet School, which currently operates on the site in the 30 Otis Street building) with studios and a theater; and approximately 23,000 sf of open space provided on the ground floor and residential terraces. The project would expand the existing 15-foot-wide sidewalk on the west side of 12th Street to create an approximately 7,200-sf public plaza ranging from 17 to 77 feet wide at the corner of 12th Street and South Van Ness Avenue. The two basement levels would provide 71 residential parking spaces and three car-share spaces. The proposed project would include 361 *class 1* bicycle parking spaces and 32 *class 2* spaces. Chapter 2, Project Description, pp. 2-1 to 2-26, provides a detailed description of the proposed project.

### C. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, Align Otis, LLC, seeks to achieve the following objectives by undertaking the proposed 30 Otis Street Project:

1. To redevelop a large, underused site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial and retail uses, open space amenities, and arts activity space for the City Ballet School.
2. To provide modern and upgraded facilities for the City Ballet School, including performance space, studios, offices, changing rooms, reception lobby, and storage.



3. To create studio and performance spaces that can be used as new community amenity space for rent to the public by the City Ballet School, when the ballet school is not in use.
4. To create a mixed-use project consistent with the Market-Octavia Plan, the Van Ness and Market Downtown Residential Special Use District, the C-3-G Zoning District and Neighborhood Commercial Transit-3 Zoning District controls, and the San Francisco General Plan's housing, urban design, transportation, and other elements.
5. To build a substantial number of residential units on site to help alleviate the current housing shortage in San Francisco and the greater Bay Area, as well as to contribute to the General Plan's Housing Element goals and the Association of Bay Area Governments' Regional Housing Needs Allocation for the City and County of San Francisco.
6. To promote the construction, retention, and rehabilitation of affordable housing units in San Francisco, by participating in the City's Inclusionary Affordable Housing Program.
7. To provide an attractive, usable, and pedestrian-friendly plaza at the corner of 12th and Otis streets.
8. To provide neighborhood services on the ground floor for residents, neighbors, and nearby workers.
9. To construct streetscape improvements and retail that serve neighborhood residents and workers, and enliven pedestrian activity on Otis and 12th streets.
10. To produce a high-quality architectural and landscape design that encourages variety, is compatible with its surrounding context, and demonstrates exemplary commitment to the principles of environmental sustainability through its transportation planning, energy and water usage, materials selection, indoor environmental quality, and waste management.
11. To construct a high-quality project that includes a sufficient number of residential units and amount of commercial space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project sponsor and its investors, attract investment capital and construction financing, and generate sufficient revenue to subsidize the project's reconstructed City Ballet School.

#### **D. SUMMARY OF IMPACTS AND MITIGATION MEASURES**

The EIR analyzes the potential environmental effects of the proposed project, as identified in the *Notice of Preparation* (NOP) of an EIR, issued February 9, 2018 (Appendix A of this EIR). The Initial Study/Community Plan Evaluation (IS/CPE) attached to the NOP (also included in Appendix A) found that the proposed project could result in significant impacts associated with historic architectural resources, transportation impacts during construction, and cumulative wind conditions that are peculiar to the project site and that were not identified in the

*Programmatic Environmental Impact Report (PEIR)* for the Market and Octavia Area Plan (Market and Octavia PEIR).

Impacts in the following areas would be less than significant (some with the mitigation measures identified in the IS/CPE from the Market and Octavia PEIR) and are not further evaluated in this EIR: land use and land use planning; population and housing; archeological resources and human remains; operational transportation and circulation; noise; air quality; greenhouse gas emissions; shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources.

**Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in EIR** provides an overview of the analysis contained in Chapter 4, Environmental Setting and Impacts are categorized by the type of impact as follows:

- *No Impact.* No adverse physical changes (or impacts) to the environment are expected.
- *Less-Than-Significant Impact.* An impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations.
- *Less-Than-Significant Impact with Mitigation.* An impact that is reduced to a less-than-significant level through implementation of the identified mitigation measure.
- *Significant and Unavoidable Impact with Mitigation.* An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, state, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- *Significant and Unavoidable Impact.* An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations and for which there are no feasible mitigation measures.

With mitigation measures incorporated, the proposed project would have project-level significant and unavoidable impacts on historical architectural resources, a significant and unavoidable cumulative wind impact, as well as significant and unavoidable project-level and cumulative construction-related transportation impacts.

The IS/CPE checklist identified mitigation measures from the PEIR that would apply to the proposed project. The checklist also included project improvement measures, which would further reduce less-than-significant impacts. These mitigation and improvement measures are summarized in **Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE, p. S-12** and are not further addressed in this EIR.

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<i>Historic Architectural Resources</i>			
<b>Impact CR-1:</b> The proposed project would demolish the 14-18 Otis Street building and cause a substantial adverse change in the significance of a historical resource as defined in the California Environmental Quality Act (CEQA) Guidelines section 15064.5.	Significant	<p><b>Mitigation Measure M-CR-1a: Documentation of the Historic Resource</b></p> <p>Prior to the issuance of demolition or site permits, the project sponsor shall undertake <i>Historic American Building Survey</i> (HABS) documentation of the building, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:</p> <ul style="list-style-type: none"> <li>• Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the building. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;</li> <li>• HABS-Level Photography: Digital photographs of the interior and the exterior of building. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and</li> <li>• HABS Historical Report: A written historical narrative and report, per HABS Historical Report Guidelines.</li> </ul> <p>The professional shall prepare the documentation and submit it for review and approval by the Planning Department's Preservation specialist prior to the issuance of demolition or site permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p>	Significant and Unavoidable

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact CR-1 (continued)		<p><b>Mitigation Measure M-CR-1b: Interpretation of the Historic Resource</b>  The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 14-18 Otis Street building and its operation during the period of significance. Interpretation of the site's history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards. The interpretative materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the Planning Department Preservation staff prior to issuance of a site permit. The content, media, and other characteristics of such interpretive display shall be approved by the Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p> <p><b>Mitigation Measure M-CR-1c: Video Recordation of the Historic Resource</b>  Video recordation shall be undertaken prior to the issuance of demolition or site permits. The project sponsor shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the History Room of the San Francisco Public Library, San Francisco Architectural Heritage, Northwest Information Center of the California Historical Information Resource System.</p>	

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact CR-2:</b> The proposed project would have a substantial adverse effect on an identified off-site historic resources.</p>	Significant	<p><b>Mitigation Measure M-CR-2: Vibration Monitoring Program for Adjacent Historical Resources</b></p> <p>The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment of the adjacent individual historic resource at 56-70 12th Street.</p> <p>Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.</p> <p>The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsors shall implement, a Vibration Management and Monitoring Plan to protect the adjacent historic building against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.2 inch per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The Vibration Management and Monitoring Plan shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The Vibration Management and Monitoring Plan shall be submitted to Planning Department Preservation staff prior to issuance of any demolition or construction permits.</p>	Less Than Significant

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact CR-2 (continued)		Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards. A final report on the vibration monitoring shall be submitted to Planning Department Preservation staff prior to the issuance of a Certificate of Occupancy.	
<b>Impact C-CR-1:</b> The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity would not result in a significant cumulative impact to historic architectural resources.	Less Than Significant	None required.	N/A
<b>Construction-Related Transportation and Circulation</b>			
<b>Impact TR-1:</b> The proposed project construction activities would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially significant delays to transit.	Significant	<b>Mitigation Measure TR-1a: Provision for Pedestrian, Bicycle, and Transit Access during Construction</b> The project sponsor shall coordinate with SFMTA to ensure that adequate pedestrian, bicycle, and transit access is maintained along Otis and 12th Streets by providing temporary pedestrian pathways on both streets, and a temporary protected bicycle lane and transit stop on Otis Street. This may involve replacing the bus stop on Otis Street, restriping the lanes, removing parking spaces, relocating Muni overhead wires on Otis Street, and/or providing a temporary pedestrian walkway or new pedestrian crossing on 12th Street. The project sponsor shall pay for the temporary relocation and replacement of existing public right-of-way facilities, if the SFMTA deems relocation and replacement desirable. The project sponsor shall also pay for the	Significant and Unavoidable

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact TR-1 (continued)		<p>construction of the bus-boarding island and cycle track on Otis Street between South Van Ness Avenue and Brady Street following the completion of the project and prior to issuance of the certificate of occupancy.</p> <p><b>Mitigation Measure TR-1b: Coordinated Construction Traffic Management Plan</b></p> <p>The project sponsor shall participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan shall be prepared in coordination with other public and private projects within a one block radius that may have overlapping construction schedules (including the Van Ness BRT and Better Market Street projects, and the development projects at 1629 Market Street, 10 South Van Ness Avenue, 1500 Mission Street, and 1601 Mission Street) and shall be subject to review and approval by the TASC. The plan shall include, but not necessarily be limited to the following measures.</p> <ul style="list-style-type: none"> <li>•Construction Staging on Otis Street – The project sponsor shall provide a design for the construction staging zone on Otis Street that allows for front-in access with final access to the Otis Street staging area to be determined by the approved construction management plan.</li> <li>•Restricted Construction Truck Access Hours – Limit truck movements and deliveries requiring lane closures to occur between 9 a.m. to 4 p.m., outside of peak morning and evening weekday commute hours.</li> <li>•Construction Truck Routing Plans – Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network.</li> <li>•Coordination of Temporary Lane and Sidewalk Closures – The project sponsor shall coordinate lane closures with other projects requesting concurrent lane and sidewalk closures through the TASC and interdepartmental meetings process above, to minimize the extent and duration of requested lane and sidewalk closures. Lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.</li> </ul>	



Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact TR-1 (continued)		<ul style="list-style-type: none"> <li>• Alternative Transportation for Construction Workers – Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from <a href="http://www.511.org">www.511.org</a>, participating in emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers.</li> <li>• Construction Worker Parking Plan – The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. The project sponsor could provide on-site parking once the below grade parking garage is usable.</li> <li>• Proposed Project Construction Updates for Adjacent Businesses and Residents – Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the ERO.</li> <li>• Maintain Local Circulation – Place signage for all vehicle, bicycle, transit, and pedestrian detours. Reimburse the SFMTA for temporary striping and signage during project construction. Provide a traffic control officer to direct traffic around the project site, if determined necessary by the SFMTA or ERO. Preserve pedestrian access during construction detours.</li> </ul>	

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Impact C-TR-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts, with substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially hazardous conditions and significant delays to transit.	Significant	<b>Mitigation Measure TR-1a: Provision for Pedestrian, Bicycle, and Transit Access during Construction</b> and <b>Mitigation Measure TR-1b: Coordinated Construction Traffic Management Plan</b> , above, would apply to cumulative construction-related transportation impacts.	Significant and Unavoidable
<i>Wind</i>			
<b>Impact WI-1:</b> The proposed project would not alter wind in a manner that substantially affects public areas in the vicinity of the project site.	Less Than Significant	None required	N/A
<b>Impact C-WI-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would alter wind in a manner that would substantially affect public areas in the vicinity of the project site.	Significant	<b>Mitigation Measure M-C-WI-1: Design Measures to Reduce Cumulative Off-Site Wind Impacts</b> The project sponsor shall retain a qualified wind consultant to prepare, in consultation with the Planning Department, a wind impact mitigation report that identifies design measures to reduce the project's contribution to off-site wind impacts in the cumulative-plus-project setting, based on best available information ("the wind report"). Prior to the final addenda approval by the Department of Building Inspection (DBI), the project sponsor shall submit the wind report to the Planning Department for its review and approval. The wind report shall incorporate updated information on cumulative development in the area and shall contain a list	Significant and Unavoidable

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact C-WI-1 (continued)		<p>of potential wind reduction design measures, along with the estimated effectiveness of each measure to reduce the identified cumulative off-site wind hazards. Such wind reduction design measures may include on-site project design modifications, additions, additional on-site landscaping, or equivalent wind-reducing features; and off-site wind reduction measures such as the landscaping, streetscape improvements or other wind-reducing features, such as wind screens.</p> <p>The project sponsor shall implement one or more of the design measures identified in the wind report to reduce the project's contribution to identified cumulative off-site wind hazards to the extent feasible. The Planning Department shall approve the final list of wind reduction measures that the project sponsor shall implement.</p>	
Source: TRC 2018			

Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE

Environmental Topic	Mitigation Measures
Archeological Resources	<p><b>Project Mitigation Measure 1: Archeological Testing Program (Implementing Market Octavia PEIR Mitigation Measure C2 and C3)</b></p> <p>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 archeological consultant from the rotational Department Qualified Archeological Consultants List maintained by the planning department archeologist. The project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the Qualified Archeological Consultants List. 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 section 15064.5(a) and (c).</p> <p><u>Consultation with Descendant Communities.</u> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative 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 <i>Final Archeological Resources Report</i> (FARR) shall be provided to the representative of the descendant group.</p> <p><u>Archeological Testing Program.</u> The archeological consultant shall prepare and submit to the ERO for review and approval an <i>archeological testing plan</i>. The <i>archeological testing program</i> shall be conducted in accordance with the approved archeological testing plan. The archeological testing plan 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</p>

**Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE**

Environmental Topic	Mitigation Measures
Archeological Resources (continued)	<p>resource encountered on the site constitutes a historical resource under CEQA.</p> <ul style="list-style-type: none"> <li>• The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</li> <li>• 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.</li> </ul> <p>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.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accordance with an <i>archeological data recovery plan</i> (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.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>• Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>• Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>• Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• Interpretive Program. Consideration of an onsite/offsite public interpretive program during the course of the archeological data recovery program.</li> <li>• Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> </ul>

**Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE**

Environmental Topic	Mitigation Measures
Archeological Resources (continued)	<ul style="list-style-type: none"> <li>• Final Report. Description of proposed report format and distribution of results.</li> <li>• 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.</li> </ul> <p><u>Human Remains and Associated or Unassociated Funerary Objects.</u> 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, who shall appoint a Most Likely Descendant (MLD) (Public Resources Code section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond 6 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 section 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.</p> <p><u>FARR.</u> The archeological consultant shall submit a draft 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.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey NWIC shall receive one 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 b) 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.</p>

**Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE**

Environmental Topic	Mitigation Measures
Air Quality	<p><b>Project Mitigation Measure 2: Construction Air Quality (Implementing Market Octavia PEIR Mitigation Measure E2)</b>  The project sponsor or the project sponsor’s construction contractor shall comply with the following</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 horsepower 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 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.</li> <li>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</li> <li>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 construction 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.</li> <li>4. The construction 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.</li> </ol> <p>B. Waivers.</p> <ol style="list-style-type: none"> <li>1. The Planning Department’s 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 construction contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</li> <li>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 construction contractor must use the next cleanest piece of off-road equipment, according to the table below.</li> </ol>



Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE

Environmental Topic	Mitigation Measures												
Air Quality (continued)	<div><div>Off-Road Equipment Compliance Step-down Schedule</div><table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table><p>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 construction contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the construction contractor must meet Compliance Alternative 2. If the ERO determines that the construction contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.</p><p>** Alternative fuels are not a VDECS.</p></div> <div>C. Construction Emissions Minimization Plan. Before starting on-site construction activities, the construction contractor shall submit a <i>Construction Emissions Minimization Plan</i> (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the construction contractor will meet the requirements of section A.</div> <div>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.</div> <div>2. The project sponsor 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 construction contractor agrees to comply fully with the Plan.</div> <div>3. The construction contractor shall make the Plan available to the public for review on-site during working hours. The</div>	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*
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*											

**Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE**

Environmental Topic	Mitigation Measures
Air Quality (continued)	<p>construction 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 construction 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.</p> <p><i>D. Monitoring.</i> After start of Construction Activities, the construction 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.</p>
	<b>Improvement Measures</b>
Transportation and Circulation	<p><b>Project Improvement Measure 1: Develop an Active Loading Management Plan</b>  The project sponsor will develop an active loading management plan that incorporates the following elements:</p> <ul style="list-style-type: none"> <li>• <b>Coordinated Service Deliveries</b>  Building management will work with delivery providers (UPS, FedEx, DHL, USPS, etc.) to coordinate regular delivery times, and retail tenants will be required to schedule their deliveries. Management will instruct all delivery services that trucks will not stop on the 12th Street loading driveway, but rather will pull all the way into the 12th Street loading zone. The project will consider including an unassisted delivery system (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end) into the site design, particularly for when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.</li> <li>• <b>Managed Move-In/Move-Out Operations</b>  Building management will be responsible for coordinating and scheduling all move-in and move-out operations. To the extent possible for the proposed project, moves that use 15-foot box trucks or smaller, building management will direct drivers to use the move-in/move-out loading space on the first basement level.</li> <li>• <b>Managed Usage of 12th Street Loading Zone</b>  In order to minimize the potential for conflicts at the loading zone entrance and driveway with the Ballet School, building management will provide a spotter (also known as a “flagger”) to be used when a vehicle is actively using the loading area. When the loading zone is not in use, the loading zone door will be closed to signal that the area is inactive, and so that students do not enter the loading area.</li> </ul>

**Table S-2: Mitigation Measures and Improvement Measures Identified in IS/CPE**

Environmental Topic	Mitigation Measures
Transportation and Circulation (continued)	<ul style="list-style-type: none"> <li>• <b>Managed Garbage and Recycling Operations</b> Building management will ensure that garbage and recycling bins be cleared from the curbside after garbage and recycling has occurred. They will also ensure that the loading space and driveway be kept free of debris, garbage, and garbage bins.</li> </ul> <p><b>Project Improvement Measure 2: Monitoring and Abatement of Queues</b> As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it will be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur adjacent to the site. A vehicle queue is defined as one or more vehicles blocking any portion of adjacent sidewalks or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis.</p> <p>If recurring queuing occurs, the owner/operator of the facility will employ abatement methods as needed to abate the queue. Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking and loading facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>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 to facilitate parking lot ingress and egress.</p> <p>If the Planning Director, or his or her designee, determines that a recurring queue or conflict may be present, the Planning Department will notify the project sponsor in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue or conflict does exist, the project sponsor will have 90 days from the date of the written determination to abate the recurring queue or conflict.</p>

## E. SUMMARY OF PROJECT ALTERNATIVES

Chapter 6 of this EIR analyzes the No Project Alternative, Full Preservation Alternative, and Partial Preservation Alternative. These alternatives represent a reasonable range of alternatives to the proposed project that would feasibly attain project objectives, and would avoid or substantially lessen the significant adverse environmental impacts to historic architectural resources and cumulative wind conditions. The analysis did not identify a feasible alternative that would avoid significant construction-related transportation impacts due to constraints on site access and staging areas. The selected alternatives were based on the applicable land use regulations pertaining to the site, including zoning and the Market and Octavia Area Plan, engineering standards, and building code requirements. These alternatives are:

- The No Project Alternative, under which the project site would not be redeveloped with the proposed project. The existing buildings would remain in their current condition and would continue with industrial/automotive repair and commercial/retail uses.
- The Full Preservation Alternative, under which the existing 14-18 Otis Street historic building would be retained and a two-story addition, with setbacks, would be constructed above the building and the tower would be reduced in width by approximately 50 feet compared to the proposed project. The historic building interior would be rehabilitated and would accommodate retail and the San Francisco Ballet School on the ground floor, with residential units above, including the new fourth- and fifth-floor levels.

The Full Preservation Alternative would demolish the remaining four buildings on the project site and replace them with a new building, creating substantial new development integrated with the new uses in the 14-18 Otis Street building. With the Full Preservation Alternative, the new building would contain 294,073 square feet (sf) of residential space in 257 units, including 51 studios, 112 one-bedroom units, 93 two-bedroom units, and one three-bedroom unit. The building would also contain 8,903 gsf of retail space divided among three sections. To integrate the two buildings, the podium portion of the proposed project would need to align with the existing floor-to-floor ceiling heights of the 14-18 Otis Street building. To create this alignment, higher floor-to-floor ceiling heights would be required in the second and third-floor levels of the podium. The increase floor-to-floor ceiling heights along the second- and third-floors would result in the Full Preservation Alternative having nine stories in the podium building, and 26 stories in the tower. As mentioned above, the tower would be reduced in width to incorporate the 14-18 Otis street building, creating a gap between the podium and tower. The basement of the building would have 40 vehicle parking spaces (37 residential spaces and three car-share spaces) and 282 *class 1* and 30 *class 2* bicycle parking spaces.

- The Partial Preservation Alternative, under which approximately 60 feet of the front of the 14-18 Otis Street building, or about 60 percent of the 100-foot-deep structure, would be retained and rehabilitated, and the primary façade would be retained in its entirety, as well

as a little more than 60 percent of the two side-property-line walls. The rear façade and a little less than 40 percent of the sidewalls would be demolished. In addition, a substantial portion of the building's interior floorplates would be preserved. The remaining interior section of the 14-18 Otis Street building would be rehabilitated for retail and residential use, including retail on the first-floor level and three residential units each on the second- and third-floor levels.

The Partial Preservation Alternative would demolish the remaining four buildings on the site and replace them with a new building, creating a new structure integrated with the remaining section of the 14-18 Otis Street building. With this alternative, the new building would contain 313,756 sf of residential space with 294 residential units, including 82 studios, 101 one-bedroom units, 110 two-bedroom units, and one three-bedroom unit. The new building would share a single-foundation slab and two basement levels, but would otherwise be two separate structures, including an 85-foot-high podium building on Otis Street and a 250-foot-tower at 12th and Otis streets. To integrate the two buildings, the podium portion of the proposed project would need to align with the existing floor-to-floor ceiling heights of the retained portion of the 14-18 Otis Street building. To create this alignment, higher floor-to-floor ceiling heights would be required in the second and third-floor levels of the podium. Thus, the Partial Preservation Alternative would have nine stories in the podium building, and 26 stories in the tower. The basement of the new building would have 44 vehicle parking spaces (41 residential spaces and three car-share spaces) and 332 *class 1* and 30 *class 2* bicycle parking spaces.

A comparison of the development program and impacts identified for the proposed project and project alternatives is included in **Table S-3: Comparison of Alternatives for CEQA Analysis, p. S-22.**

The Full Preservation Alternative would be the environmentally superior alternative because it would result in less-than-significant impacts related to historic architectural resources and avoid the significant unavoidable impact resulting from the proposed project. The Full Preservation Alternative would retain the historical resource on the project site, rehabilitate its primary façade, and add a two-story addition in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties, allowing the building to continue to convey its historic significance.

The Full Preservation Alternative would also substantially lessen the project's contribution to cumulative wind impacts, as it would eliminate any new hours of hazard exceedances. However, because the Full Preservation Alternative would redistribute cumulative wind hazard exceedances from two locations to four locations, it would still result in significant and unavoidable wind impacts due to the introduction of two new locations of wind hazard exceedances relative to cumulative conditions without the project. The Full Preservation Alternative would result in one fewer location of hazard criteria exceedance and 23 fewer hours of wind speeds exceeding the hazard criterion than the Project. While Mitigation Measure M-

WS-1 would require development of and implementation of wind reduction measures to reduce the project's contribution to off-site cumulative wind effects, the impact is conservatively identified as significant and unavoidable with mitigation.

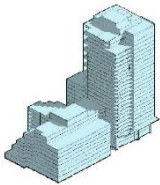

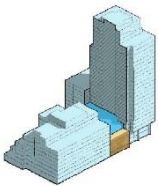
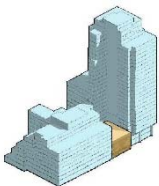
Both the Full Preservation Alternative and the Partial Preservation Alternative would not eliminate the significant and unavoidable transportation impacts during construction.

Thus, the Full Preservation Alternative would be the environmentally superior alternative.

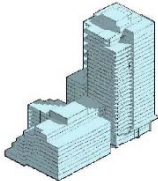

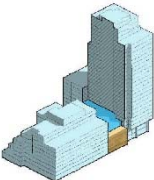
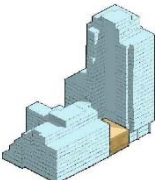
#### **F. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED**

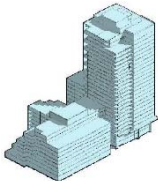

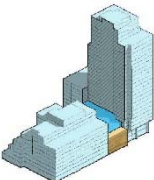
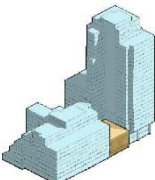
The Planning Department received an Environmental Evaluation Application for the proposed project on September 23, 2015. The filing of the application initiated the environmental review process. The Planning Department prepared an IS/CPE and published a NOP of an EIR on February 9, 2018, announcing its intent to prepare and distribute a Focused EIR (the NOP and IS/CPE are presented as Appendix A of this EIR). Publication of the NOP and IS/CPE initiated a 30day public review and comment period that began on February 9, 2018, and ended on March 12, 2018. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and state agencies. During the public review and comment period, three comments were received: two requested copies of environmental documents and one letter from Caltrans provided information regarding encroachment permits that could be required from the agency, related to the project site's proximity to South Van Ness Avenue/U.S. 101, a state highway. No other comments were received. There are no known areas of controversy or issues to be resolved.

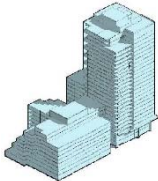

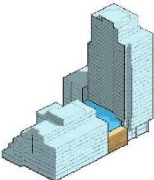
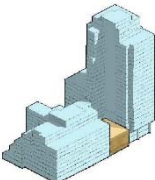
Table S-3: Comparison of Alternatives for CEQA Analysis

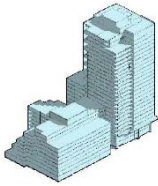

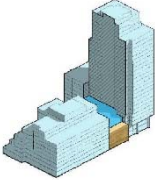
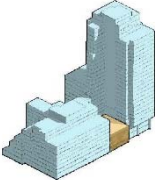
	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
<b>Description</b>				
Project Height (Tower/Podium) (feet)	250/85	39	250/85	250/85
Number of stories	27 stories/10 stories	1 story typical, 3 stories max	26 stories/9 stories	26 stories/9 stories
Total number of residential units	423	0	257	294
<b>Total Building Area (square feet)</b>				
Residential (including amenity and lobby)	414,925	0	294,073	313,756
Retail	5,885	6,575	8,903	8,441
Office/Industrial	0	37,725	0	0
Arts Activities (Ballet School)	16,600	10,060	14,365	15,006
Parking	43,215	0	26,433	35,378
Residential Spaces	71	0	37	41
Car-share Spaces	3	0	3	3
Commercial Spaces	0	0	0	0
Bicycle Parking	4,310	0	3,523	4,009
Class 1 Spaces	361	0	282	332
Class 2 Spaces	32	0	30	30



	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
<b>Ability to Meet Project Sponsor's Objectives</b>				
	Proposed Project would meet all of the project sponsor objectives.	No Project Alternative would meet none of the project sponsor objectives.	Full Preservation Alternative would meet some of the project sponsor objectives.	Partial Preservation Alternative would meet some of the project sponsor objectives.
<b>Historic Architectural Resources</b>				
Historic Architectural Resources	<u>Impact CR-1:</u> The demolition of the building located at 14-18 Otis Street would result in a substantial adverse change to the significance of an individual historical architectural resource as defined by CEQA Guidelines section 15064.5(b). (SUM)	No impact	Less than the proposed project (LTS)	Same impacts as the proposed project although slightly reduced (SUM)
Off-Site Historic Resources	<u>Impact CR-2:</u> The demolition and new construction on the project site would not have a substantial adverse effect on any identified off-site historical resources. (LSM)	No impact	Same as the proposed project (LSM)	Same as the proposed project (LSM)

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<b>Impact C-CR-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource. (LTS)	No impact	Same as the proposed project (LTS)	Same as the proposed project (LTS)
<b>Construction-Related Transportation</b>				
Construction effects	<b>Impact TR-1:</b> The proposed project construction activities would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially significant delays to transit. (SUM)	No impact	Same as the proposed project (SUM)	Same as the proposed project (SUM)

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<u>Impact C-TR-1:</u> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts, with substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially hazardous conditions and significant delays to transit (SUM)	No impact	Same as the proposed project (SUM)	Same as the proposed project (SUM)
<b>Wind</b>				
Project effects	<u>Impact WI-1:</u> The proposed project would not alter wind in a manner that substantially affects public areas in the vicinity of the project site. (LTS)	Same as the proposed project although slightly greater (LTS)	Same as the proposed project (LTS)	Same as the proposed project (LTS)

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<u>Impact C-WI-1:</u> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would alter wind in a manner that would substantially affect public areas in the vicinity of the project site. (SUM)	Less than the proposed project (LTS)	Same as the proposed project although substantially lessened (SUM)	Same impact as the proposed project (SUM)
NI = no impact; LTS = less than significant; S = significant; SU = significant unavoidable; SUM = significant and unavoidable impact with mitigation				

# 1. INTRODUCTION

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This *Environmental Impact Report* (EIR) analyzes potential environmental effects associated with the 30 Otis Street project (proposed project). This chapter describes the type, purpose, and function of the EIR, provides background information related to the Programmatic EIR prepared for the Market and Octavia Area Plan (area plan), and describes the environmental review process for the project.

## A. PROJECT SUMMARY

The 36,042-square-foot (sf) rectangular project site comprises five adjacent lots (Assessor's Parcel Numbers 3505-010, 3505-012, 3505-013, 3505-016, and 3505-018) with frontage along Otis Street, 12th Street, Colusa Alley, and Chase Court, and is within the area plan boundaries. Five commercial buildings, ranging from one to three stories, currently exist on the project site and occupy the entire extent of their respective five lots.

The project sponsor, Align Otis, LLC, proposes to merge the five lots into one lot, demolish the existing buildings, and construct a residential building with ground-floor retail and arts activity uses. The proposed building would comprise a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The proposed building would be 85 to 250 feet tall, and would be approximately 484,635 sf (404,770 gross square feet [gsf] per the San Francisco Planning Code). The ground floor would contain approximately 5,585 sf of retail space in three separate spaces;<sup>1</sup> 16,600 sf of arts activities space<sup>2</sup> with studios and a theater; approximately 23,000 sf of open space, and 423 residential units. The two basement levels would provide approximately 71 residential parking spaces, three car-share spaces, and 361 *class 1* and 32 *class 2* bicycle spaces.

Streetscape improvements would include new street trees and landscaped areas in the Otis and 12th streets' public rights-of-way, removal of one existing tree on the Otis Street frontage, and planting of four to five new street trees along the Otis and 12th streets frontages. Streetscape improvements would create a 960-sf plaza fronting the building on Otis Street. In addition, the proposed project would include an in-kind agreement between the project sponsor and the City that would expand the existing 15-foot-wide sidewalk on the west side of 12th Street to create a public plaza. The 7,200-sf plaza would range from 17 to 77 feet wide at the corner of 12th Street and South Van Ness Avenue (the 12th Street Plaza).

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<sup>1</sup> The majority of this space would be exempt from gross floor area. Each of the retail spaces in the C-3-G district are proposed to be less than 5,000 sf. Only 650 sf of retail space in the NCT-3 district is not exempt.

<sup>2</sup> The arts activity space would be occupied by the City Ballet School, which currently operates onsite in approximately 10,000 gsf of the 30 Otis Street building.

## B. BACKGROUND

The project site is located within the area plan boundaries. The area plan was developed as part of the Planning Department's initiative, begun in the late 1990s, to address housing and job needs, and to identify positive land use characteristics and qualities of San Francisco that could be replicated in future development. The Market and Octavia Neighborhood Plan EIR (PEIR), prepared for the area plan, analyzes the then-proposed amendments to the Planning Code and Zoning Maps, and the land use development and activities that are anticipated to occur under the area plan. A public scoping meeting for the PEIR was held on November 18, 2003, and the Notice of Preparation (NOP) of an EIR was published on January 23, 2004. On April 5, 2007, the San Francisco Planning Commission certified the final PEIR for the area plan.<sup>3</sup>

The PEIR is a program EIR for the land use control changes; it includes a project-level analysis for the redevelopment of 22 Central Freeway parcels, and for public street and open space improvements. It analyzes the program established in the area plan, including the land use controls, urban design guidelines, and public open space and transportation improvements aimed at encouraging new housing developments and enhancing the existing urban neighborhoods. Overall, implementation of the area plan is anticipated to result in an increase of approximately 4,440 new housing units and approximately 60 new jobs in the plan area by 2025.

The area plan created three new zoning districts: Downtown Residential (DTR), Residential Transit-oriented (RTO), and Neighborhood Commercial-Transit (NCT); and amended the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs). The area plan eliminated residential density controls to allow for residential infill within a prescribed building form, refined height and bulk controls, implemented urban design guidelines that preserve mid-block open spaces and sunlight to streets, and established building forms compatible with the existing neighborhood character. The height rezoning proposed by the area plan generally allows taller heights around the Van Ness Avenue and Market Street intersection, and in the Civic Center area (up to a maximum 400 feet at highest points compared to the existing 320-foot maximum height limit). The area plan reduced heights in many established residential areas in Hayes Valley and South of Market, and established minimum height requirements to encourage the provision of housing on upper floors.

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<sup>3</sup> San Francisco Planning Department, 2007. Market and Octavia Neighborhood Plan Final Environmental Impact Report. Case No. 2003.0347E; State Clearinghouse No. 2004012118, certified April 5, 2007. This document is available online at [www.sf-planning.org/index.aspx?page=1714](http://www.sf-planning.org/index.aspx?page=1714). This document and all other documents cited in this EIR, unless otherwise noted, are available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2015-010013ENV.

## C. PURPOSE OF THIS EIR

This EIR analyzes the physical environmental effects associated with implementation of the proposed project. This EIR has been prepared by the San Francisco Planning Department (Planning Department) in the City and County of San Francisco, the lead agency for the proposed project, in compliance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (California Public Resources Code sections 21000 et seq., and California Code of Regulations [CCR] Title 14, sections 15000 et seq., “CEQA Guidelines”), and San Francisco Administrative Code chapter 31. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As described by CEQA and in the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental effects, where feasible. In undertaking this duty, a public agency has an obligation to balance a project’s significant effects on the environment with its benefits, including economic, social, technological, legal, and other non-environmental characteristics.

As defined in CEQA Guidelines section 15382, a “significant effect on the environment” is:

*...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.*

CEQA requires an EIR be prepared before a discretionary decision can be made to approve a project that may cause a significant effect on the environment that cannot be mitigated. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental impacts of a project, to identify mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The City must consider the information in this EIR and make certain findings with respect to each significant effect that is identified. The information contained in this EIR, along with other information available through the public review processes, will be reviewed and considered by the decision-makers prior to a decision to approve or modify the proposed project, or to adopt an alternative to the proposed project.

## D. ENVIRONMENTAL REVIEW PROCESS

The environmental review process for a focused EIR that has been streamlined per CEQA Guidelines section 15183 includes the following steps: preparation of an Initial Study/Community Plan Evaluation (IS/CPE); publication of a Notice of Preparation (NOP) of an EIR; publication of a Draft EIR for public review and comment; preparation and publication of responses to public and agency comments on the Draft EIR; and certification of the Final EIR.

The EIR process provides an opportunity for the public to review and comment on the proposed project's potential environmental effects and to further inform the environmental analysis.

CEQA Guidelines section 15183 streamlines environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies, for which an EIR was previously certified. The proposed project was addressed at a program level in the PEIR. The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is consistent with the requirements (i.e., development density) of the area plan, as evaluated in the PEIR<sup>4,5</sup>. Therefore, because the project is consistent with the programmatic document prepared for the area, the environmental review can be streamlined per CEQA Guidelines section 15183.

For this streamlined review, section 15183 specifies that examination of environmental effects shall be limited to those effects that: (1) are peculiar to the project or parcel on which the project would be located; (2) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan with which the project is consistent; (3) are potentially significant offsite and cumulative impacts that were not discussed in the underlying EIR; and (4) were previously identified in the EIR, but are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

The Planning Department prepared an IS/CPE for the proposed 30 Otis Street project to determine whether the project's impacts were adequately addressed in the PEIR, as described above. Based on the analysis in the IS/CPE (see Appendix A), the proposed project would result in significant impacts on historic architectural resources, construction-related transportation, and cumulative wind hazards that are peculiar to the project site, and that were not identified in the PEIR. For the other environmental topics, the proposed project would not result in new significant impacts, nor would it result in more severe adverse impacts to these resources than were identified in the PEIR.

Therefore, further environmental review of the proposed project is required for the topics of historic architectural resources, construction-related transportation, and cumulative wind. In accordance with section 15183, this focused EIR has been prepared to examine the proposed project's specific impacts on historic architectural resources, construction-related transportation and circulation, and cumulative wind; identify mitigation for potentially significant impacts; and analyze whether proposed mitigation measures would reduce the significant

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<sup>4</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 30 Otis Street, Case No. 2015-010013ENV. June 20, 2017.

<sup>5</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 30 Otis Street, Case No. 2015-010013ENV. July 21, 2017.



environmental impacts to less-than-significant levels. This focused EIR also analyzes alternatives to the proposed project that could substantially reduce or eliminate one or more significant impacts of the proposed project, but could still feasibly attain most of the basic project objectives. The other environmental topics are addressed only in the IS/CPE, because the analysis in the PEIR was determined to have adequately addressed the project's potential impacts.

## **D.1 Notice of Preparation of an EIR**

Align Otis, LLC filed an Environmental Evaluation application with the Planning Department on September 23, 2015. The filing of the application initiated the environmental review process.

In accordance with CEQA Guidelines sections 15063 and 15082, the Planning Department, as lead agency, published and distributed a NOP; the NOP includes a brief project description, and indicates which topics are addressed in the IS/CPE and which issues are addressed in the EIR (see Appendix A of this EIR). The Planning Department also published and distributed the IS/CPE, which describes the potential environmental impacts from the implementation of the proposed project, and indicates whether the impacts have been addressed in the Market and Octavia PEIR. The NOP, together with the IS/CPE, was mailed to responsible and trustee agencies, as well as to interested entities and individuals on February 9, 2018. Publication of the NOP initiated a 30day public comment period. During this time, the Planning Department received one comment letter from Caltrans describing possible permits needed for the project, and two requests for copies of environmental documents. No other comments regarding the scope of environmental review were received.

## **D.2 Draft EIR and Initial Study Public Review and Opportunities for Public Participation**

The CEQA Guidelines and San Francisco Administrative Code chapter 31 encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding this EIR and its CEQA process. These opportunities will occur during a public review and comment period and a public hearing before the San Francisco Planning Commission.

The Draft EIR is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (<http://tinyurl.com/sfceqadocs>). CDs and paper copies are also available at the Planning Information Center counter on the first floor of 1650 Mission Street, San Francisco. Referenced materials are available for review at the Planning Department's office on the fourth floor of 1650 Mission Street (call 415-575-9028). Documents referenced in this EIR are available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2015-010013ENV. The public comment period for this Draft EIR is from June 13, 2018, to July 27, 2018.

The Planning Commission will hold a public hearing on this Draft EIR during the 45-day public review and comment period for this Draft EIR to solicit public comment on the information presented in this Draft EIR. The public hearing will be held on July 19, 2018, at City Hall, Dr. Carlton B. Goodlett Place, Room 400, beginning at 1 p.m. or later (call 415-588-6422 the week of the hearing for a recorded message providing a more specific time).

The Historic Preservation Commission will hold a public hearing on this Draft EIR to consider providing its comments on the Draft EIR. The public hearing will be held June 20, 2018, at City Hall, Dr. Carlton B. Goodlett Place, Room 400, beginning at 12:30 p.m. (call 415-588-6422 the week of the hearing for a recorded message providing a more specific time).

In addition, members of the public are invited to submit written comments on the adequacy and accuracy of the Draft EIR. Written public comments may be submitted to:

San Francisco Planning Department  
 Attention: Julie Moore, Environmental Coordinator  
 1650 Mission Street, Suite 400  
 San Francisco, CA 94103  
[julie.moore@sfgov.org](mailto:julie.moore@sfgov.org)

Comments are most helpful when they address the environmental analysis itself or suggest specific alternatives and/or additional measures that would better mitigate significant environmental impacts of the proposed project.

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

### **D.3 Final EIR and EIR Certification**

Following the close of the public review and comment period, the City will prepare and publish a document titled "Responses to Comments on the Draft EIR," which will contain all written and recorded oral comments on this Draft EIR and written responses to those comments, along with copies of the letters or emails received, a transcript of the public hearing, and any necessary revisions to the Draft EIR. The Draft EIR and the Responses to Comment document will constitute the Final EIR. Not less than 10 days prior to the Planning Commission hearing to consider certification of the Final EIR, the Final EIR will be made available to the public and to any board(s), commission(s) or department(s) that will carry out or approve the proposed project. The Planning Commission, in an advertised public meeting(s), will consider the documents and, if found adequate, will certify the Final EIR: (1) has been completed in compliance with CEQA; (2) was presented to the Planning Commission, which then reviewed

and considered the information contained in the Final EIR prior to approving the proposed project; and (3) reflects the lead agency's independent judgment and analysis.

CEQA requires that agencies shall neither approve nor implement a project unless the project's significant environmental impacts have been reduced to a less-than-significant level, essentially eliminating, avoiding, or substantially lessening the potentially significant impacts, except when certain findings are made. If an agency approves a project that would result in the occurrence of significant adverse impacts that cannot feasibly be mitigated to less-than-significant levels (that is, significant and unavoidable impacts), the agency must state the reasons for its action in writing, demonstrate that mitigation is infeasible based on the EIR or other information in the record, and adopt a statement of overriding considerations.

#### **D.4 Mitigation Monitoring and Reporting Program**

At the time of project approval, CEQA and the CEQA Guidelines require agencies to adopt a mitigation monitoring and reporting program (MMRP) that it has made a condition of project approval in order to mitigate or avoid significant impacts on the environment (CEQA section 21081.6; CEQA Guidelines section 15097). This EIR identifies and presents mitigation measures and improvement measures that would form the basis of such a monitoring and reporting program. Any mitigation and improvement measures adopted by the agency and City as conditions for approval of the project would be included in the MMRP.

#### **E. ORGANIZATION OF THE DRAFT EIR**

This EIR has been organized as follows:

- **Summary.** This chapter summarizes the EIR by providing a concise overview of the proposed project, the environmental impacts that would result from the proposed project, mitigation and improvement measures identified to reduce or eliminate these impacts, project alternatives and their comparative environmental effects, and controversial areas and issues to be resolved.
- **Chapter 1, Introduction.** This chapter includes a discussion of the purpose of the EIR, a discussion of the environmental review process, a summary of the comments received on the scope of the EIR, and a brief outline of this document's organization.
- **Chapter 2, Project Description.** This chapter provides a detailed description of the proposed project, including the project background and objectives, project location, existing site land use characteristics, project components and characteristics, development schedule (including anticipated construction activities), and identifies project approvals and the intended uses of the EIR.

- **Chapter 3, Plans and Policies.** This chapter provides a summary of the plans, policies, and regulations of city, regional, and state agencies that may be applicable to the proposed project and identifies any potential project conflicts with these policies.
- **Chapter 4, Environmental Setting and Impacts.** This chapter provides analysis for the three resource topics previously identified for further analysis. Each environmental topic contains a description of the environmental setting (or existing conditions), regulatory framework, approach to the analysis, project-level and cumulative impacts, and mitigation measures as applicable. Each environmental topic included in this EIR is discussed in a separate section within this chapter as follows:
  - A. Introduction
  - B. Historic Architectural Resources
  - C. Construction-Related Transportation and Circulation
  - D. Wind
- **Chapter 5, Other CEQA Issues.** This chapter describes any growth-inducing impacts that could result from the proposed project, irreversible changes to the environment, significant and unavoidable environmental impacts, and presents any areas of controversy left to be resolved.
- **Chapter 6, Alternatives.** This chapter analyzes alternatives to the proposed project, including the required No Project Alternative, and compares their environmental effects to those of the proposed project, and identifies the environmentally superior alternative. Alternatives evaluated in this chapter include the following:
  - No Project Alternative
  - Full Preservation Alternative
  - Partial Preservation Alternative
- **Chapter 7, Report Preparers.** This chapter presents a list of persons involved in preparation of this EIR.
- **Appendices.** The following appendix is included in this EIR:

Notice of Preparation and IS/CPE.

## 2. PROJECT DESCRIPTION

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### A. PROJECT OVERVIEW

The project site is on the north side of Otis Street at the intersection of Otis Street, 12th Street, and South Van Ness Avenue (U.S. 101), in San Francisco's South of Market (SoMa) neighborhood. The site comprises five adjacent lots (Assessor's Parcel Numbers 3505-010, 3505-012, 3505-013, 3505-016, and 3505-018) with frontage along Otis Street, 12th Street, Colusa Place, and Chase Court. Five commercial buildings, ranging from one to three stories, currently occupy the entire extent of their respective five lots.

The project sponsor, Align Otis, LLC, proposes to merge the five lots into one lot, demolish the existing buildings, and construct a residential building with ground-floor retail and arts activity use. The proposed project would include a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The proposed building would range from 85 to 250 feet in height, and would be approximately 484,635 square feet (sf) (404,770 gross square feet [gsf] per the San Francisco Planning Code). The proposed building would include 423 residential units, ranging from studios to three-bedroom units; 5,585 sf of ground-floor retail space in three separate spaces; 16,600 sf of arts activities space (occupied by the City Ballet School, which currently operates on the site in the 30 Otis Street building) with studios and a theater; and approximately 23,000 sf of open space provided on the ground floor and residential terraces. The project would expand the existing 15-foot-wide sidewalk on the west side of 12th Street to create an approximately 7,200-sf public plaza, ranging from 17 to 77 feet wide, at the corner of 12th Street and South Van Ness Avenue. The proposed project would provide 71 residential parking spaces and three car-share spaces in two basement levels. The proposed project would include 361 *class 1* bicycle parking spaces and 32 *class 2* spaces.<sup>6</sup> Project construction would span approximately 22 months.

### B. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, Align Otis, LLC, seeks to achieve the following objectives by undertaking the proposed 30 Otis Street project:

- To redevelop a large, underused site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial and retail uses, open space amenities, and arts activity space for the City Ballet School.

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<sup>6</sup> Planning Code section 155.1(a) defines *class 1* bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees." *Class 2* spaces are "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

- To provide modern and upgraded facilities for the City Ballet School, including performance space, studios, offices, changing rooms, reception lobby, and storage.
- To create studio and performance spaces that can be used as new community amenity space for rent to the public by the City Ballet School, when the ballet school is not in use.
- To create a mixed-use project consistent with the Market-Octavia Plan, the Van Ness and Market Downtown Residential Special Use District, the C-3-G Zoning District and Neighborhood Commercial-Transit-3 (NCT-3) Zoning District controls, and the San Francisco General Plan's housing, urban design, transportation, and other elements.
- To build a substantial number of residential units on site to help alleviate the current housing shortage in San Francisco and the greater Bay Area; as well as to contribute to the General Plan's Housing Element goals and the Association of Bay Area Governments' Regional Housing Needs Allocation for the City and County of San Francisco.
- To promote the construction, retention, and rehabilitation of affordable housing units in San Francisco, by participating in the City's Inclusionary Affordable Housing Program.
- To provide an attractive, usable, and pedestrian-friendly plaza at the corner of 12th and Otis streets.
- To provide neighborhood services on the ground floor for residents, neighbors, and nearby workers.
- To construct streetscape improvements and retail that serve neighborhood residents and workers, and enliven pedestrian activity on Otis Street and 12th Street.
- To produce a high-quality architectural and landscape design that encourages variety, is compatible with its surrounding context, and demonstrates exemplary commitment to the principles of environmental sustainability through its transportation planning, energy and water usage, materials selection, indoor environmental quality, and waste management.
- To construct a high-quality project that includes a sufficient number of residential units and amount of commercial space to make the redevelopment of the site economically feasible, produce a reasonable return on investment for the project sponsor and its investors, attract investment capital and construction financing, and generate sufficient revenue to subsidize the project's reconstructed City Ballet School.

### C. PROJECT LOCATION

The project site is on the north side of Otis Street at the intersection of Otis Street, 12th Street, and South Van Ness Avenue (U.S. 101), in San Francisco's SoMa neighborhood. The 36,042-sf rectangular site comprises five adjacent lots (Assessor's Parcel Numbers 3505-010, 3505-012,

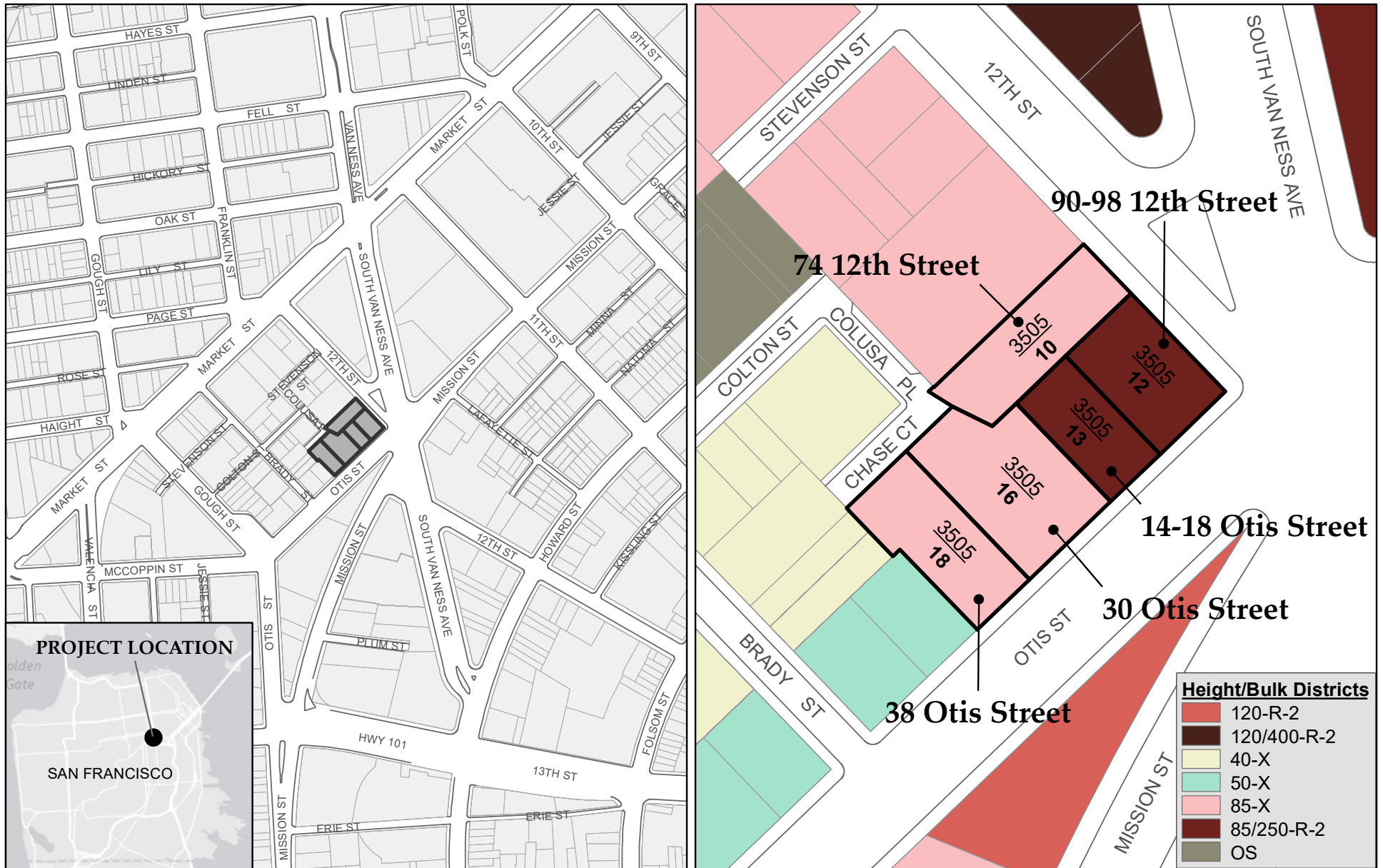
3505-013, 3505-016, and 3505-018) with frontage along Otis Street, 12th Street, Colusa Alley, and Chase Court. South Van Ness Avenue is at the eastern corner of the site (see **Figure 2-1: Project Location and Height and Bulk Districts**). Five commercial buildings ranging from one to three stories currently exist on the project site and occupy the entire extent of their respective lots.

The project site slopes upwards 13 feet, from Otis Street to Chase Court, along the western edge of the site. Along the eastern edge of the site, the ground slopes upwards about 4 feet from the corner of Otis and 12th streets to the northeast corner. Along the southern edge, the site slopes upwards about 1 foot from the southwest corner of the project site to the southeast corner at Otis and 12th streets.

Local roadways near the project site include Otis Street to the south (one-way westbound), 12th Street to the north-northeast (two-way north to southbound), Brady Street to the west (two-way north to southbound), and Chase Court and Colusa Place to the north (short alleyways). Mission Street to the south (two-way east to westbound) and Market Street to the north (two-way east to westbound) also operate as major local roadways in the project vicinity. Regional roadway access to the project site includes South Van Ness Avenue (U.S. 101) adjacent to the east corner of the site (a four-lane major roadway flowing approximately north and south), and Interstate 80, with the closest access ramp approximately 0.2 miles southeast of the project site at 13th Street and South Van Ness Avenue.

The proposed project site is well served by local and regional public transit, including San Francisco Municipal Railway (Muni) light rail and bus transit, and the Bay Area Rapid Transit (BART) and Caltrain regional rail systems. The closest Muni Metro station entrances to the project site are approximately 0.1 mile north at Van Ness Avenue and Market Street; the station serves underground lines J-Church, KT-Ingleside/Third Street, L-Taraval, M-Ocean View, and N-Judah. Muni also operates the historic F Street Car along Market Street, approximately 0.1 mile north of the project site. Numerous Muni bus lines operate in the area. Local Muni bus lines 6, 7, 9, 14, 21, 47, and 49, and rapid bus lines 7R, 9R, and 14R all operate within 0.25 mile of the project site. There is a bus stop for the 14 and 49 bus lines adjacent to the project site on Otis Street; San Francisco Municipal Transportation Agency is planning to install a bus island at this location as part of the MUNI Forward project.

The Bay Area Rapid Transit stations most accessible to the project site are the Civic Center Station, at Market Street and 8th Street, and the 16th Street/Mission Station. These stations are approximately 0.5 mile northeast and southwest from the project site, respectively. Caltrain operates regional rail service in the area, with the nearest station at Fourth and King streets, approximately 1.5 miles east.



**FIGURE 2-1: PROJECT LOCATION AND HEIGHT/BULK DISTRICTS**



## C.1 Existing Buildings and Uses on the Project Site

As noted above, the project site contains five existing buildings. Information on each of the buildings is summarized in **Table 2-1: Existing Site Conditions**, below. The building at 14-18 Otis Street appears eligible for the California Register of Historical Resources, and has therefore been determined to be a historic resource under the California Environmental Quality Act (CEQA).

**Table 2-1: Existing Site Conditions**

Address	Block/Lot	Area (square feet)	Building (square feet)	Stories	Use
74 12th Street	3505/10	7,274	2,430	One	Industrial/automotive auto body repair
90–98 12th Street	3505/12	6,599	8,200	One + Mezzanine	Retail
14–18 Otis Street	3505/13	4,996	15,000	Three	Commercial (office)
30 Otis Street	3505/16	9,870	20,400	Two	Industrial/automotive glass repair on first floor; ballet school on second floor
38 Otis Street	3505/18	7,251	7,200	One	Industrial/automotive repair

Source: San Francisco Planning Department, Property Information Map, October 2017.

In total, the existing buildings contain approximately 53,200 sf for multiple uses, comprising 8,200 sf for retail, 15,000 sf for office, 20,000 sf for production distribution and repair, and 10,000 sf for arts activities uses. There are currently no residential uses located on the site.

No parking is available on the project site. On-street parking is available on Otis and 12th streets in metered parking stalls. There are seven existing curb cuts on the project site. Five of the curb cuts are active, providing access to the on-site automotive uses or off-street loading. Two curb cuts near the corner of Otis and 12th streets are inactive. There are three yellow loading spaces flanking the driveway at 38 Otis Street, and a Muni bus stop and red zone at the corner of Otis and 12th streets, fronting 14-18 Otis Street and 98 12th Street.

## C.2 Existing Zoning on the Project Site

Four of the lots (Block 3505, Lots 010, 012, 013, and 016) are zoned Downtown General Commercial District (C-3-G) and are in the Van Ness and Market Downtown Residential Special Use District, while the fifth lot (Block 3505, Lot 018) is zoned NCT-3 and is outside the special use district. Three of the lots are in an 85-X height and bulk district (Block 3505, Lots 010, 016, and 018) and two of the lots (Block 3505, Lots 012 and 013) are in an 85/250 R-2 height and bulk district.

## D. PROJECT CHARACTERISTICS

The project would merge five lots into one lot, demolish the existing buildings, and construct a residential building with ground-floor retail and arts activity use with frontages along Otis Street, 12th Street, Colusa Alley, and Chase Court. South Van Ness Avenue is at the eastern corner of the site. The proposed building would comprise a single structure with two cores: a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets (see **Figure 2-2, p. 2-7, Proposed Site Plan**). The proposed building would be 85 to 250 feet tall with additional building elements, such as parapets, wind screens, planters, and mechanical penthouses, extending up to approximately 25 feet and 21 feet above the 85- and 250-foot-tall rooflines respectively (see **Figures 2-3 and 2-4, pp. 2-8 and 2-9, Proposed South and North Elevations**).

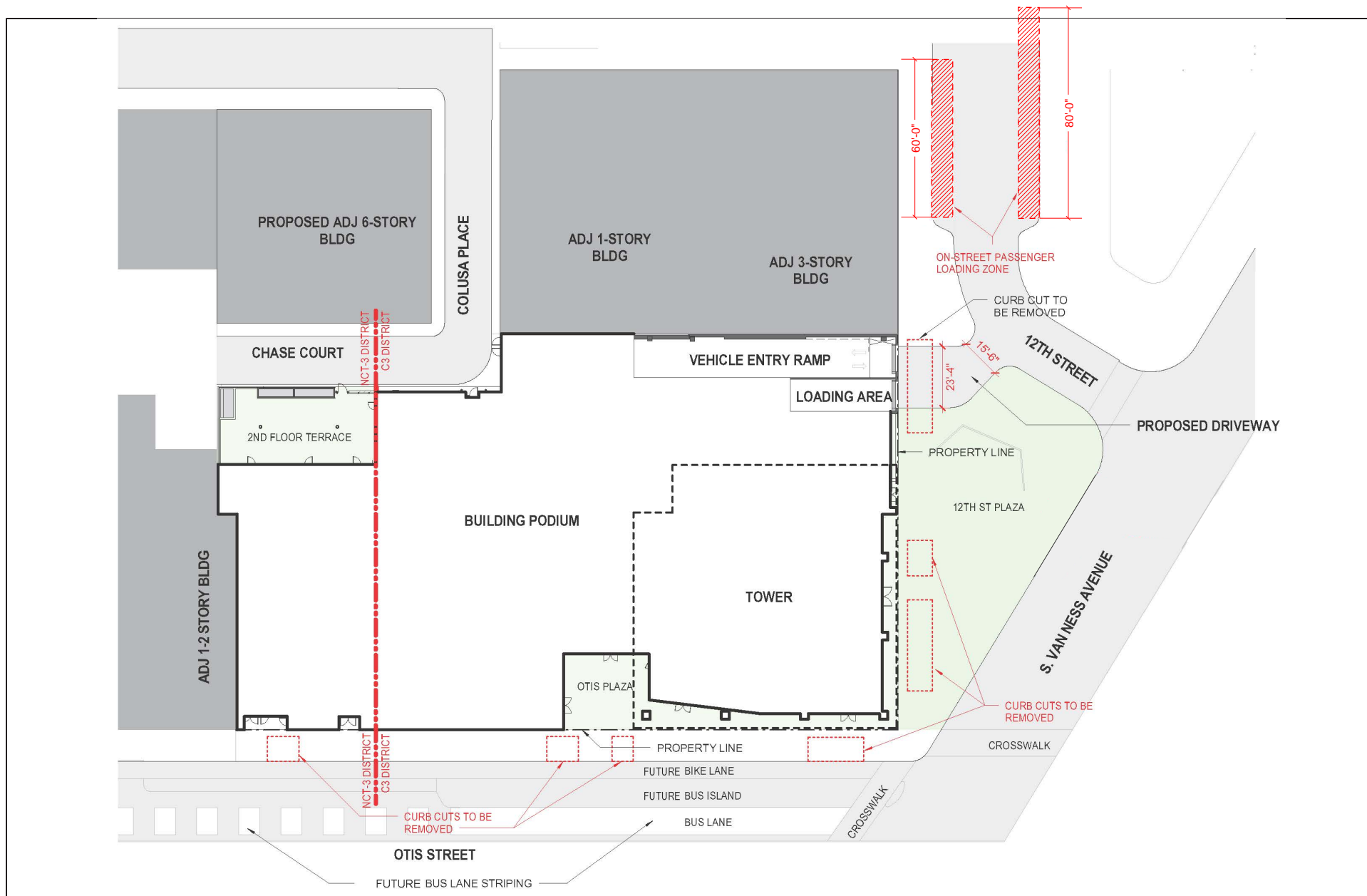
### D.1 Proposed Uses

The proposed building would be approximately 484,635 sf (or 404,770 gsf per San Francisco Planning Code), which would include 295,400 sf of residential units (423 residential units ranging from studios to three-bedroom units); 5,585 sf of ground-floor retail space in three separate spaces;<sup>7</sup> 16,600 sf of arts activities space<sup>8</sup> for the City Ballet School with studios and a theater; and approximately 23,000 sf of open space on the ground floor and residential terraces. Project uses and space are listed in **Table 2-2: Project Characteristics**.

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<sup>7</sup> The majority of this space would be exempt from gross floor area. Each of the retail spaces in the C-3-G district are proposed to be less than 5,000 sf. Only 650 sf of retail space in the NCT-3 district would not be exempt.

<sup>8</sup> The arts activity space would be occupied by the City Ballet School, which currently operates on the site in the 30 Otis Street building, using approximately 10,000 gsf.



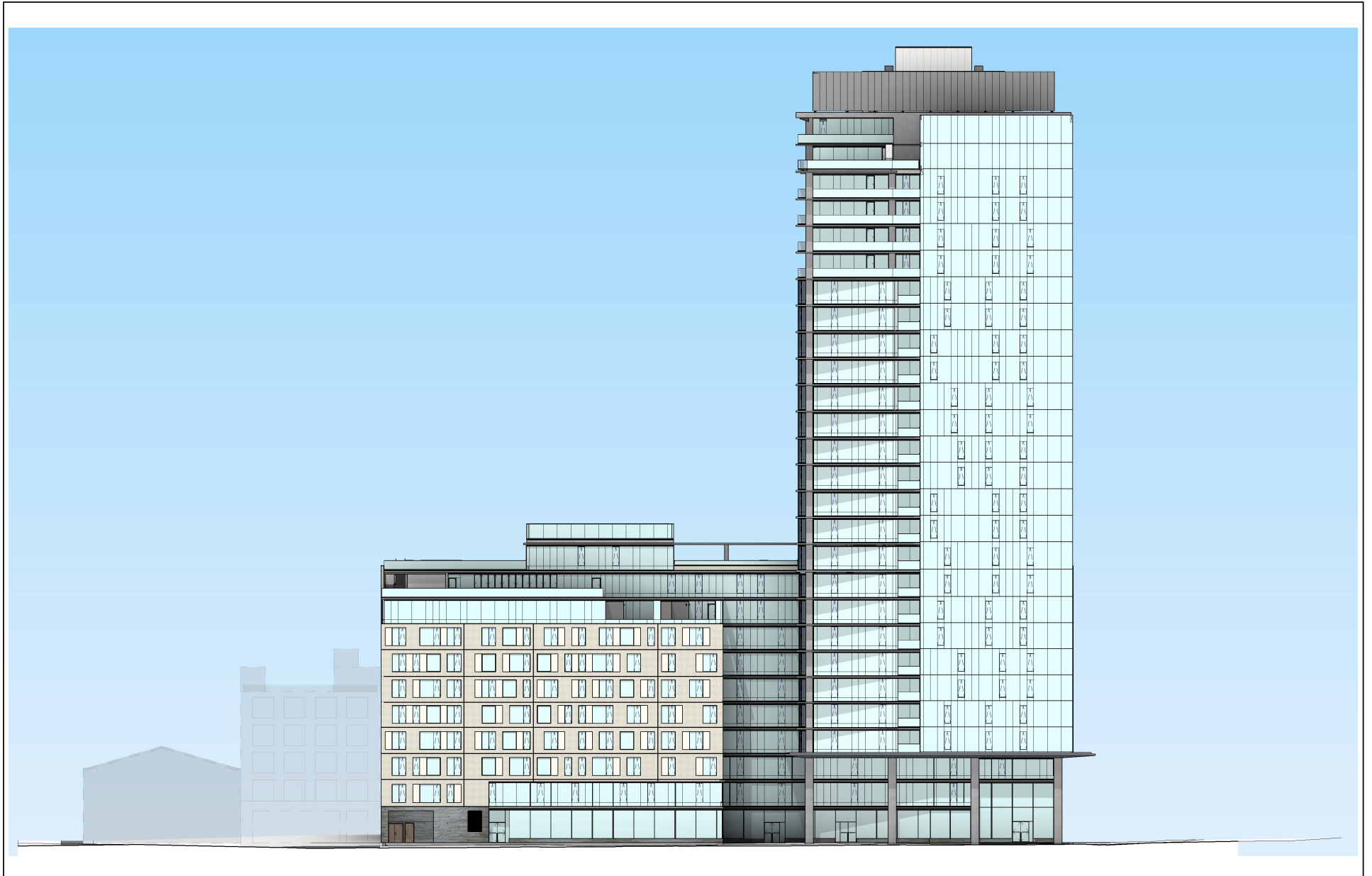
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-2: PROPOSED SITE PLAN**



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

**30 OTIS STREET PROJECT**

Case No. 2015-010013ENV

**FIGURE 2-3: PROPOSED SOUTH (OTIS STREET) ELEVATION**



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

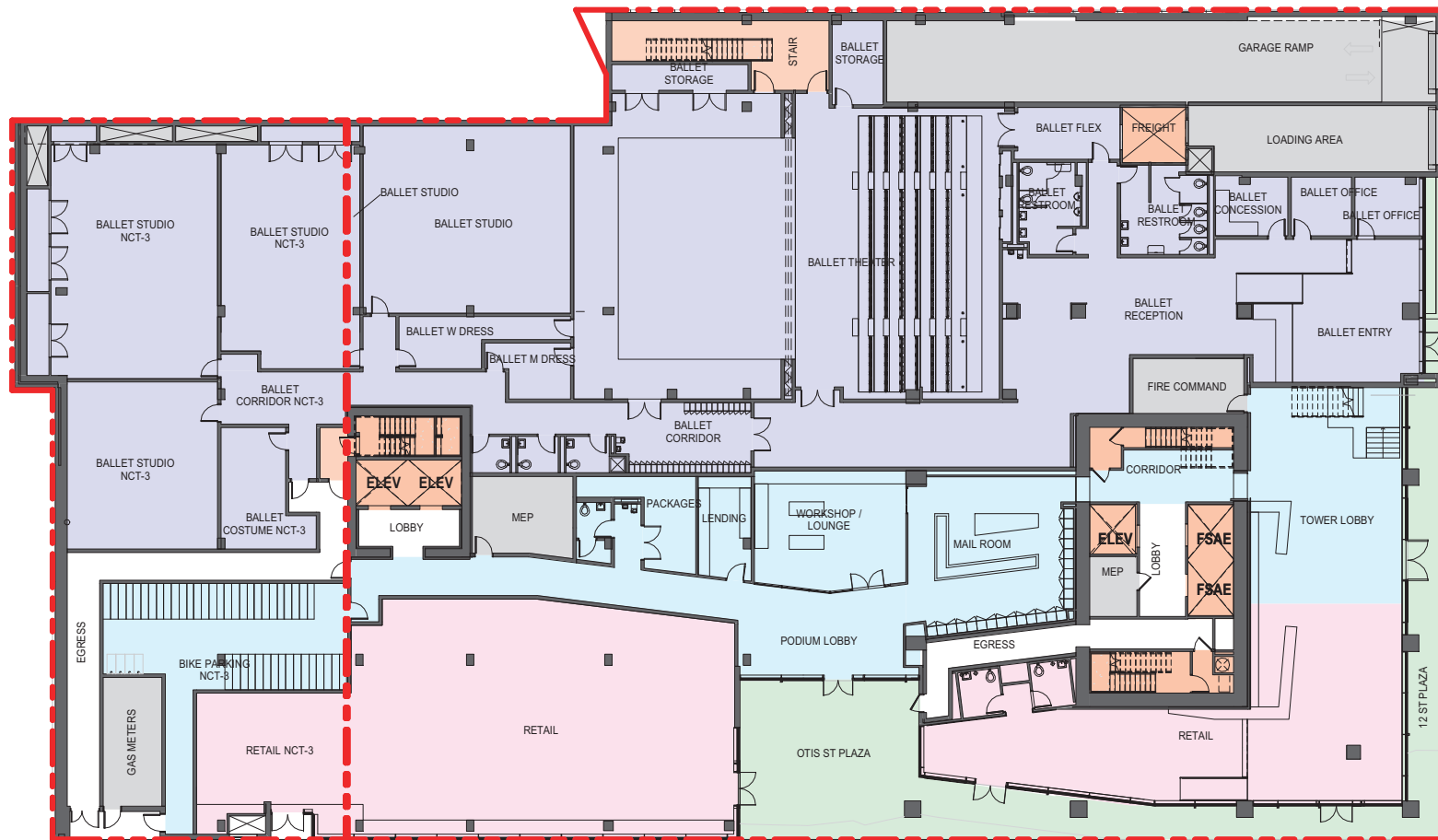
**Table 2-2: Project Characteristics**

Proposed Use	Description	Approximate Area
Retail	3 spaces	5,585 sf (650 gsf)
Arts Activities (City Ballet School)	6 studios (2 of which can be combined into a theater)	16,600 sf (11,400 gsf)
Residential	423 units 42 studios, 261 one-bedroom units, 111 two-bedroom units, 9 three-bedroom units	295,400 sf (295,400 gsf)
Parking and Loading	71 auto, 3 car share 1 freight, 2 service, 2 residential loading	43,215 sf (1,650 gsf)
Bicycle Parking	361 class 1, 32 class 2	4,310 sf (0 gsf)
Open Space	Private, common, and publicly accessible	22,760 sf (exterior open space not included in totals below)
Residential Lobby and Amenity Space	Lobbies, workshop, lounge, creative studio, co-working, fitness studio, gaming theater, mail room, reservable kitchen, bar/club	15,550 sf (11,300 gsf)
Leasing	Leasing Area	1,260 (1,260 gsf)
Mechanical/Circulation		102,715 sf (83,110 gsf)
<b>Total</b>		<b>484,635 sf (404,770 gsf)</b>

Source: Align Otis LLC, 2018

## D.2 Ground Floor

As shown on **Figure 2-5, p. 2-11, Proposed Ground Floor Plan**, the project would have three retail spaces, two along Otis Street, and one wrapping around the corner of Otis and 12th streets. Access to the residential units would be via two lobbies: one along 12th Street, providing primary access to the tower units, and one on Otis Street, adjacent to the Otis Street plaza, providing primary access to the podium units. Off-street bicycle parking would be at the ground floor, accessible from Otis Street. Access to the off-street parking and loading spaces would be via a single 15-foot, 6-inch-wide curb cut along 12th Street leading to an off-street loading bay and a single lane garage ramp providing access to the below-grade parking and service vehicle loading. The project would include a traffic control system at the garage entrance that would allow vehicles to proceed only when the ramp is clear of oncoming vehicles. A gate at the base of the ramp would prohibit vehicles from accessing the ramp from below while an incoming vehicle is on the ramp. The garage would also include a pedestrian warning system. The pedestrian warning system would include wall-mounted signs or bollards with caution lights and an audio message to alert pedestrians in the proposed 12th Street Plaza that a vehicle is progressing up the ramp from the garage. The project would include a 60-foot-long passenger loading zone on the 12th Street frontage, as shown in **Figure 2-2, p. 2-7**. The figure also shows an 80-foot-long passenger loading zone on the east side of 12th Street as part of the planned redesign of 12th Street.



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-5: PROPOSED GROUND FLOOR PLAN**

A separate lobby entrance, ticket office, concession stand, and reception area for the City Ballet School (arts use) would be along 12th Street. The ballet school would occupy the northern portion of the ground floor with four medium-sized training studios, along with two large studios that could be combined into a 250-seat performance venue to serve as a recital hall for the ballet school, a performance theatre for traveling dance companies, and a community theatre for other arts and community organizations. The ballet school space would also include offices, dressing rooms, and storage.

### D.3 Levels 2 through 27

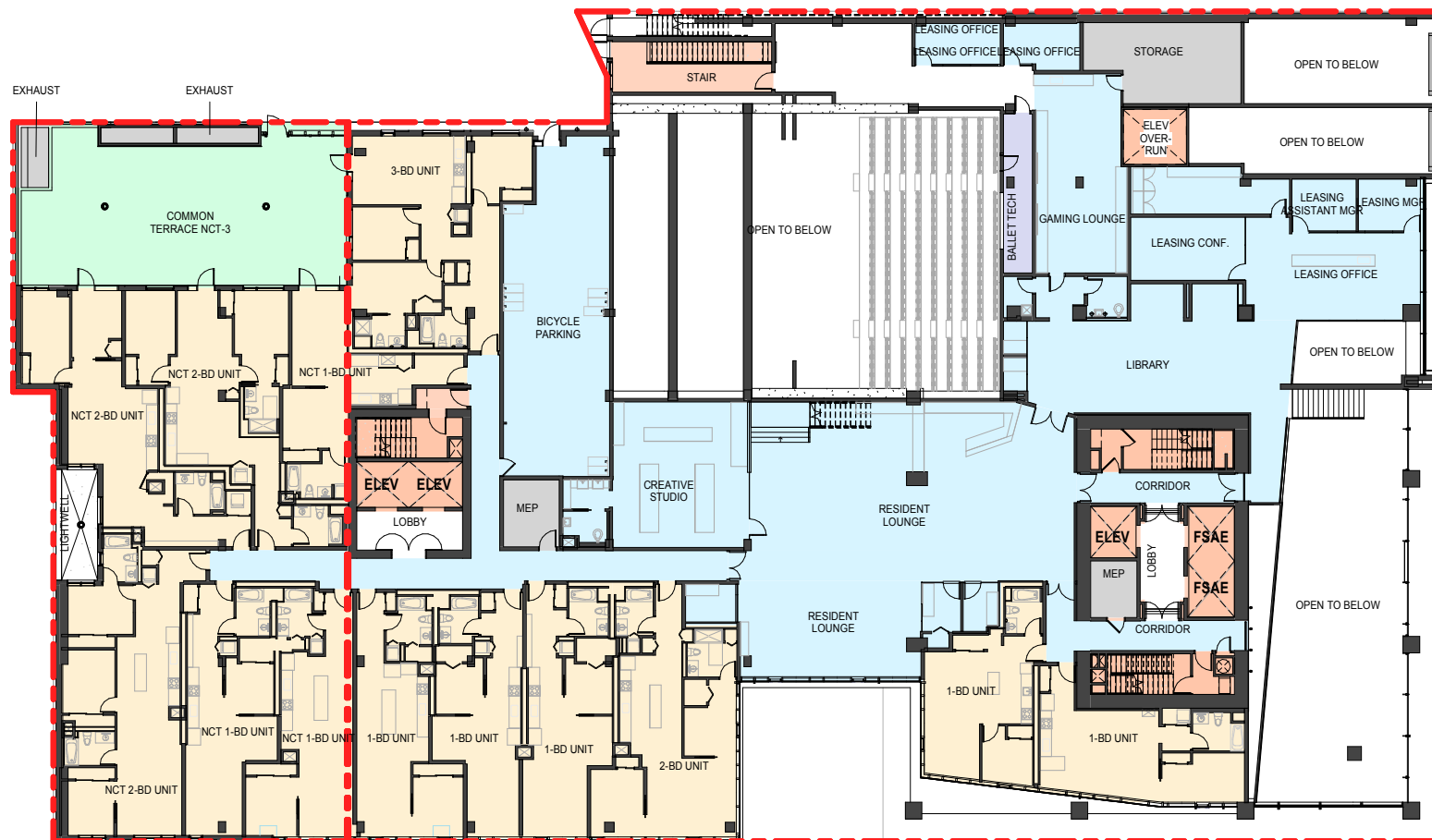
As shown on **Figure 2-6, p. 2-13, Proposed Second Floor Plan**, the second floor would be a mix of residential amenity space, residential units, common outdoor area, and open area overlooking the ground floor lobby with stair access. There would be 84 bicycle parking spaces, accessed from the street level via Chase Court, due to the site slope. As shown on **Figure 2-7, p. 2-14, Proposed Third Floor Plan**, the third floor includes residential units and a 2,540-sf outdoor common area terrace with direct access to Chase Court. As shown on **Figure 2-8, p. 2-15, Floors 4 through 9 Typical Floor Plan**, the typical fourth through ninth floors include residential units and private balconies, and **Figure 2-9, p. 2-16, Proposed 10th Floor Plan** shows the top level of the podium structure, with residential units, a fitness center, and a pool deck.

The tower portion of the proposed project would start at the 11th floor. As shown on **Figure 2-10, p. 2-17, Proposed 11th Floor Plan**, the 11th floor would include residential units and a 3,670-sf outdoor common terrace, and a podium rooftop private residential bar/lounge. As shown on **Figures 2-11 and 2-12, pp. 2-18 and 2-19**, typical floor plans for levels 12 through 27 of the tower would consist of residential units and private balconies, and a 2,330-sf common terrace on the 26th floor.

### D.4 Parking

The proposed project would provide 71 residential parking spaces and three car-share spaces in two basement levels (see **Figure 2-13, p. 2-20, Proposed Basement Level 1 Plan**, and **Figure 2-14, p. 2-21 Proposed Basement Level 2 Plan**). No off-street parking is proposed for the retail or arts activities space. The garage entrance would be located off 12th Street. Access to the garage entrance would be via a short drive aisle crossing the 12th Street Plaza. The drive aisle would provide access to both the garage entrance and the freight loading space and would vary in width from approximately 15 feet, 6 inches to 23 feet. The drive aisle would be separated from the 12th Street Plaza by differentiated paving would notify pedestrians of the drive aisle. Striping would also be provided to mark designated pedestrian crossing areas. Ten feet from the garage entry would be an 18-foot-long lane where two vehicles could queue outside the travel lane before entering the garage. Access to the drive aisle would be by a single 15-foot, 6-inch curb cut along 12th Street. The garage ramp would be a single-lane ramp





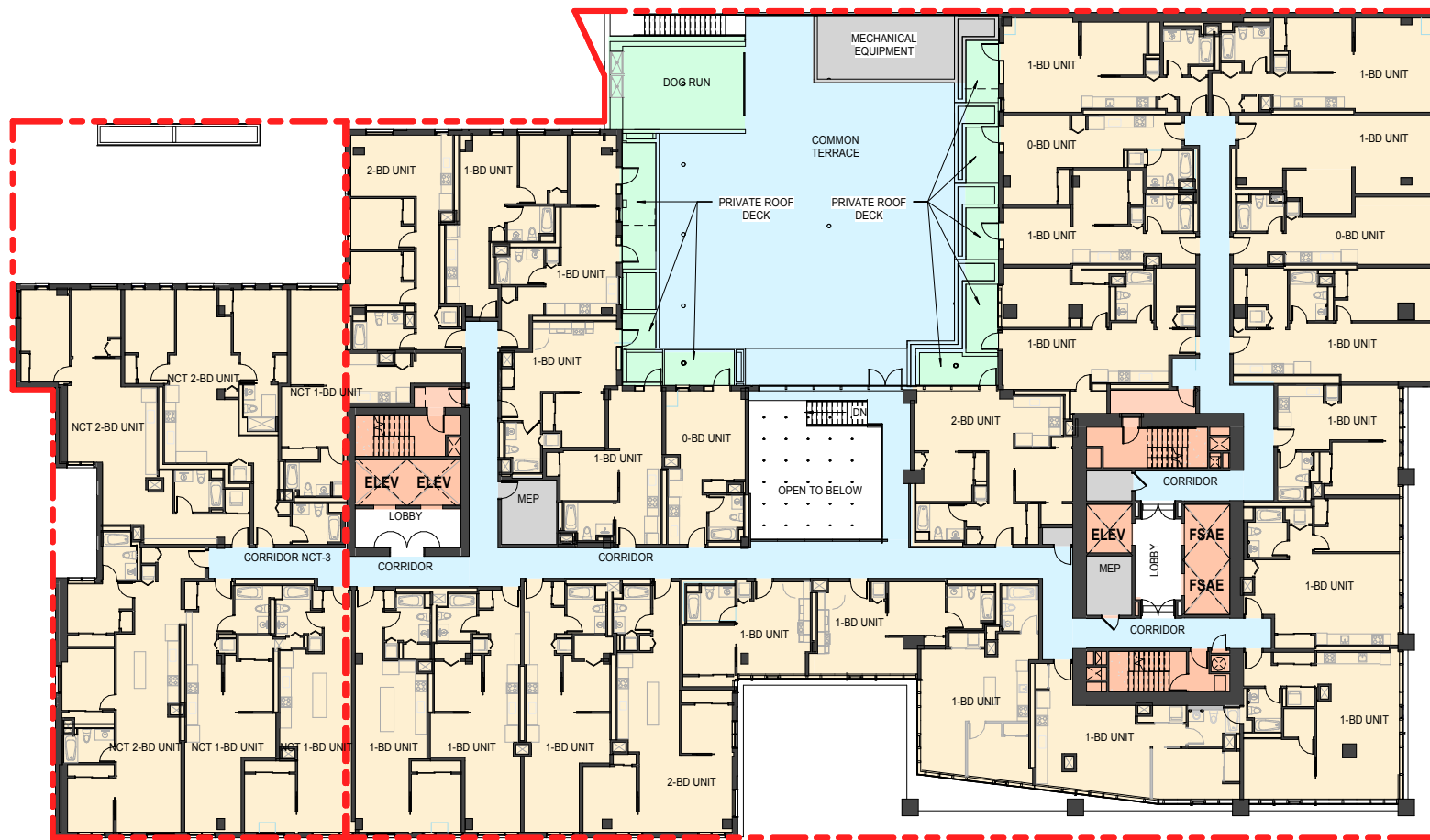
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-6: PROPOSED SECOND FLOOR PLAN**



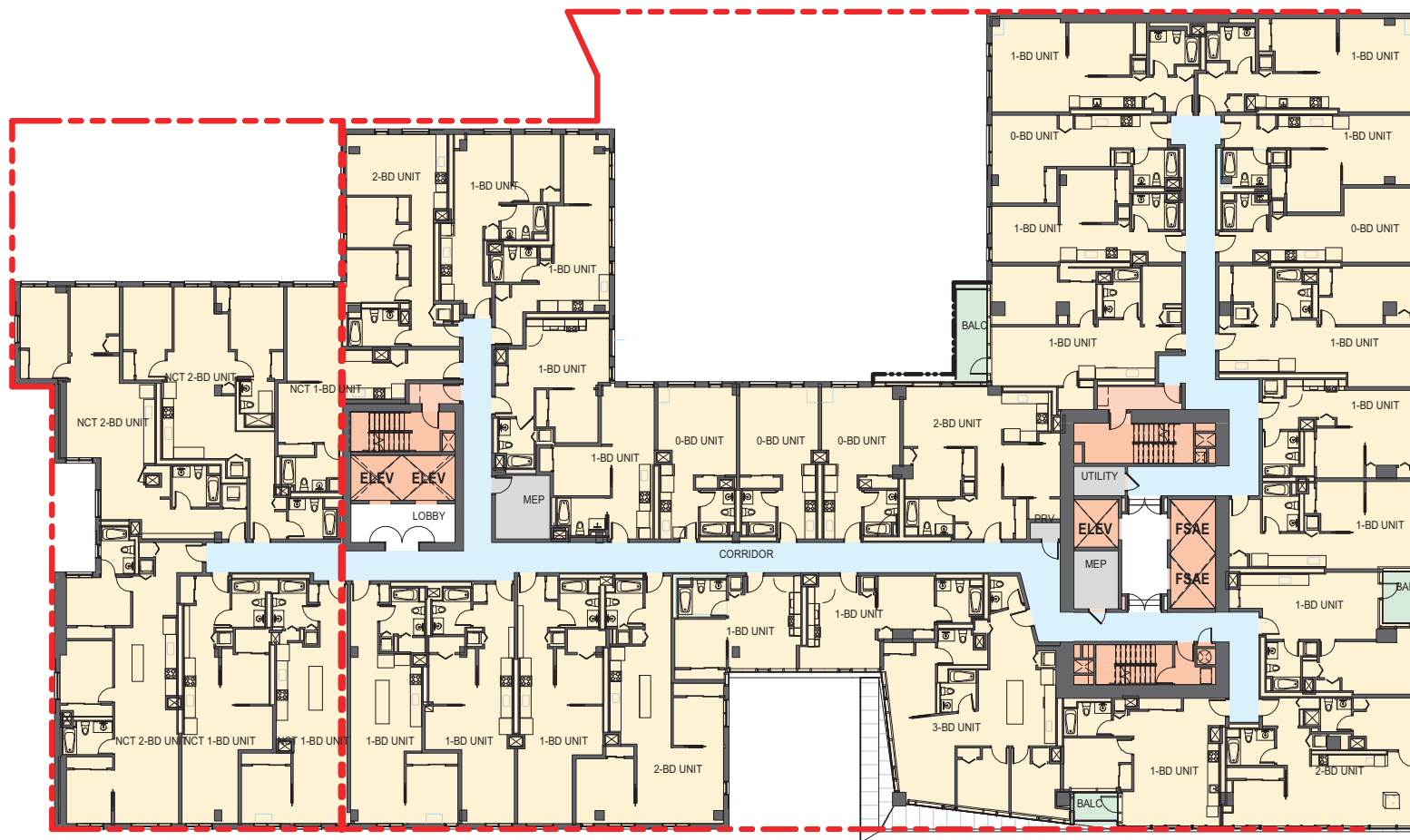
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-7: PROPOSED THIRD FLOOR PLAN**



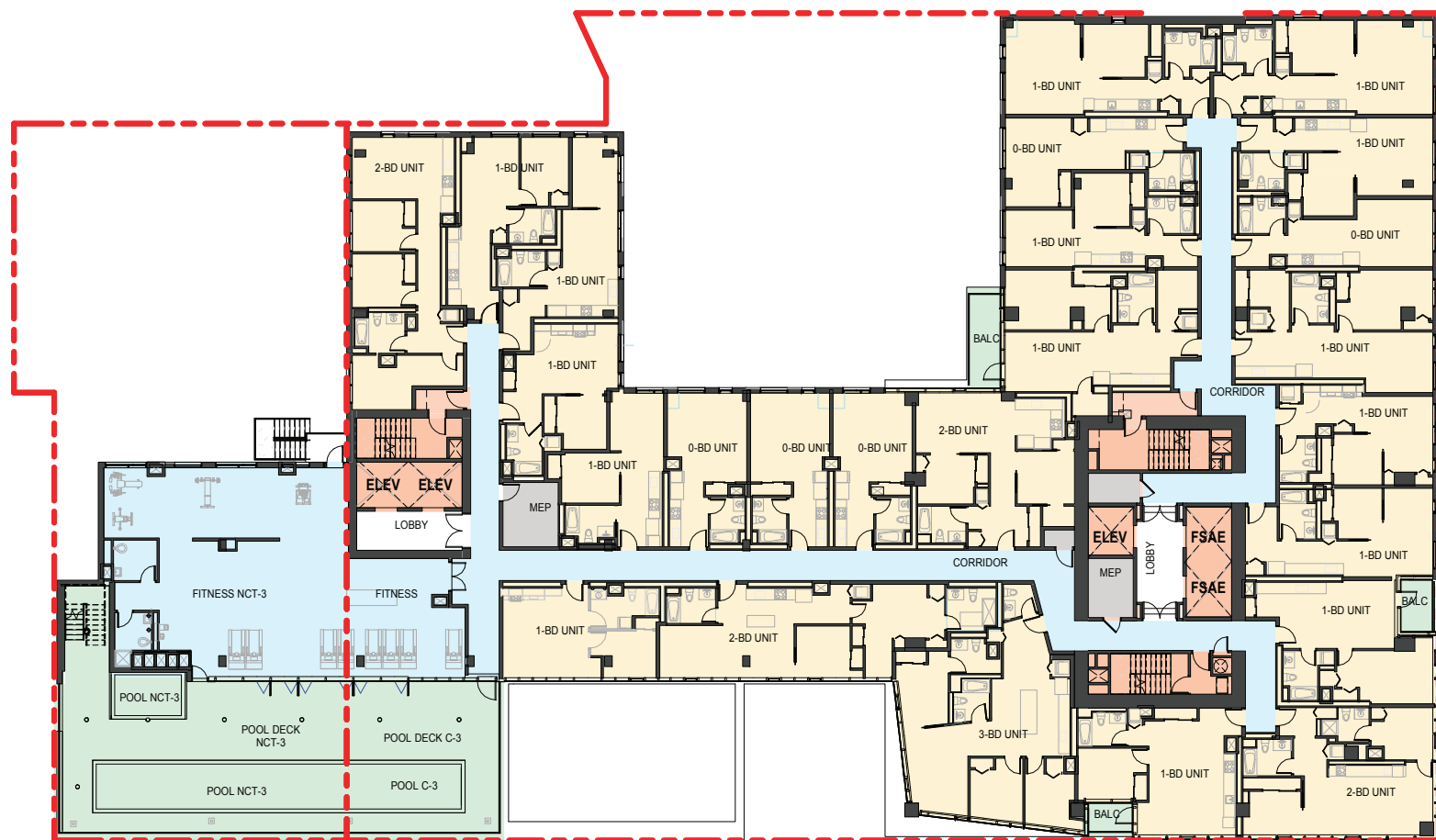
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

# 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 2-8: FLOORS 4 THROUGH 9 TYPICAL FLOOR PLAN



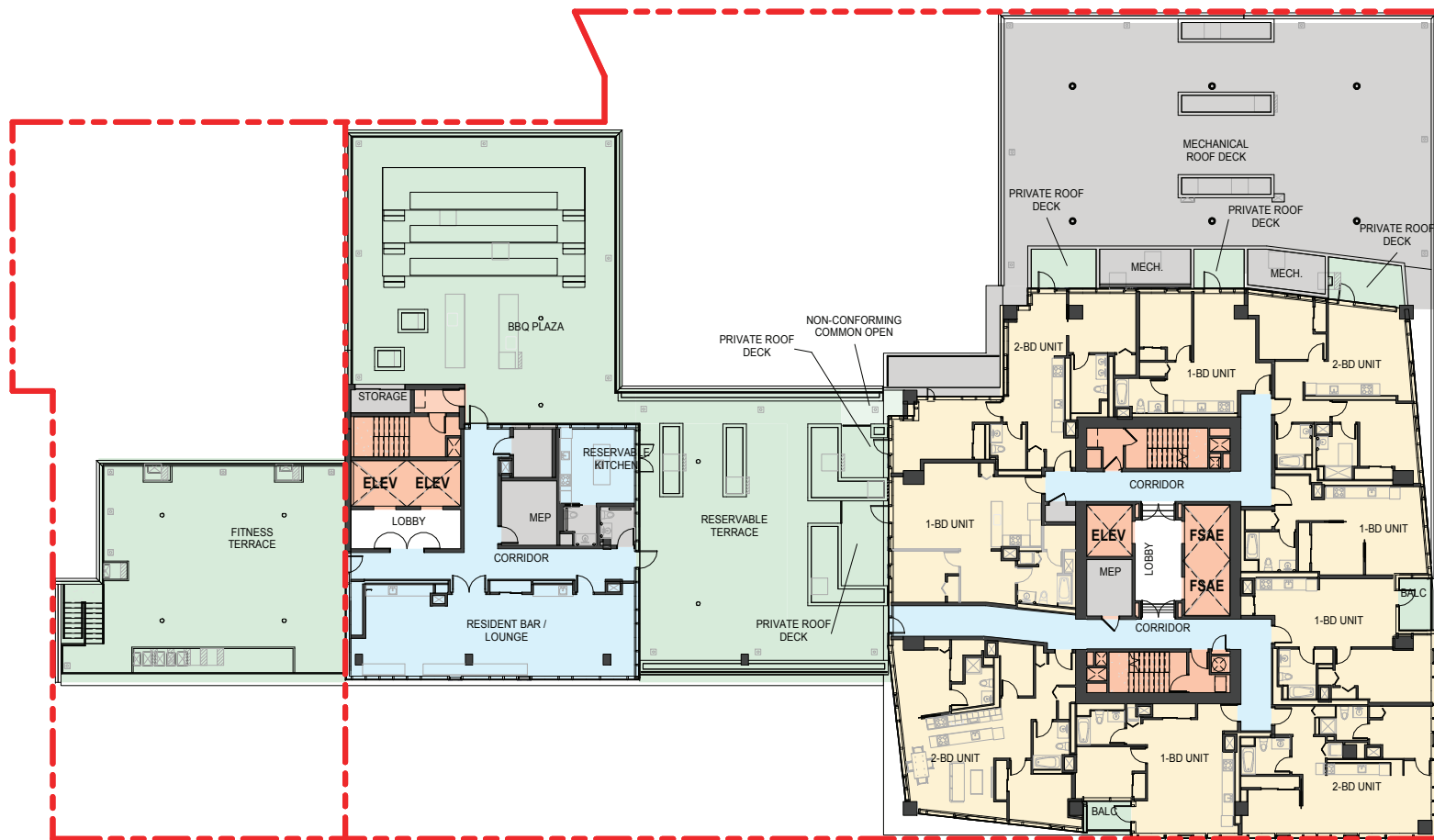
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 2-9: PROPOSED 10th FLOOR PLAN



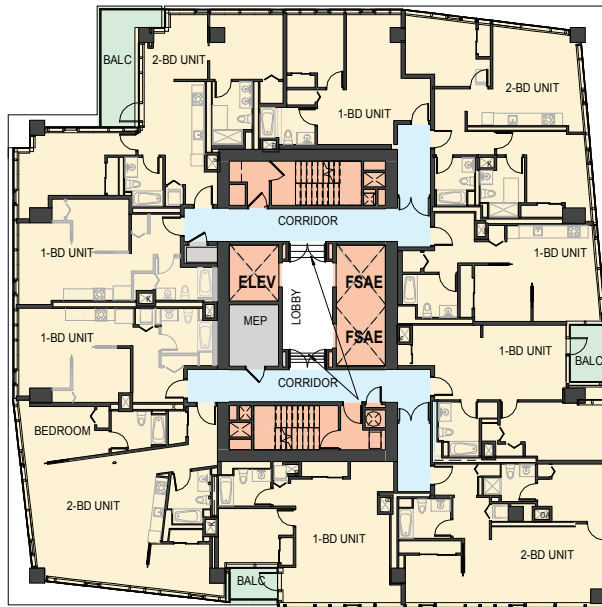
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

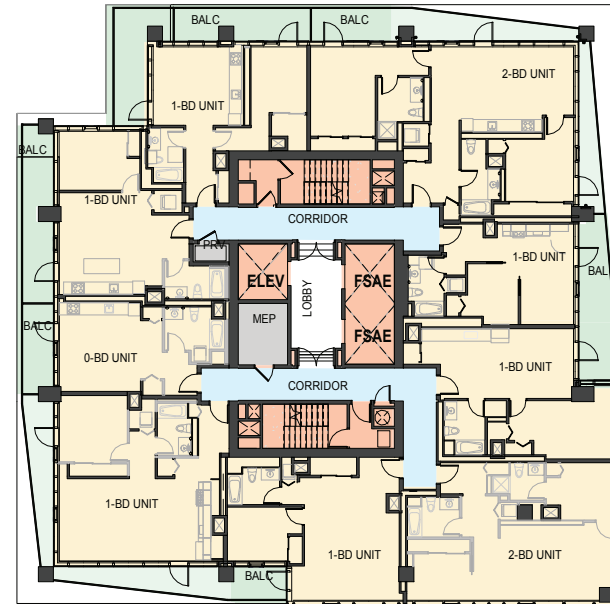
### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-10: PROPOSED 11th FLOOR PLAN**



FLOORS 12-21



FLOORS 22-25

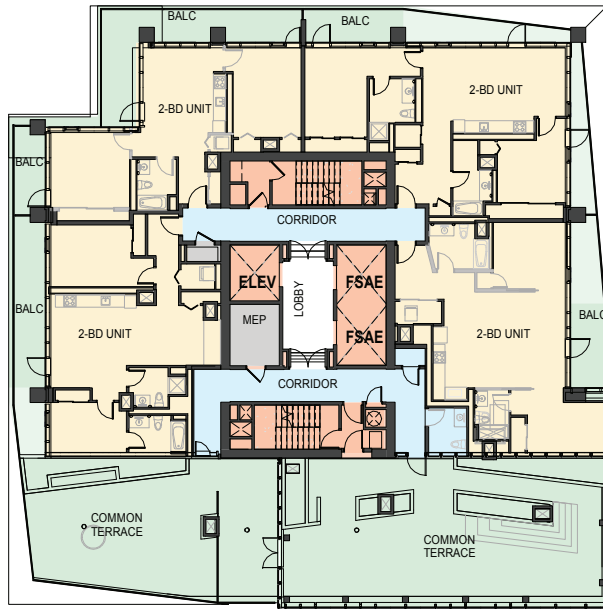
SOURCE: GOULDEVANS

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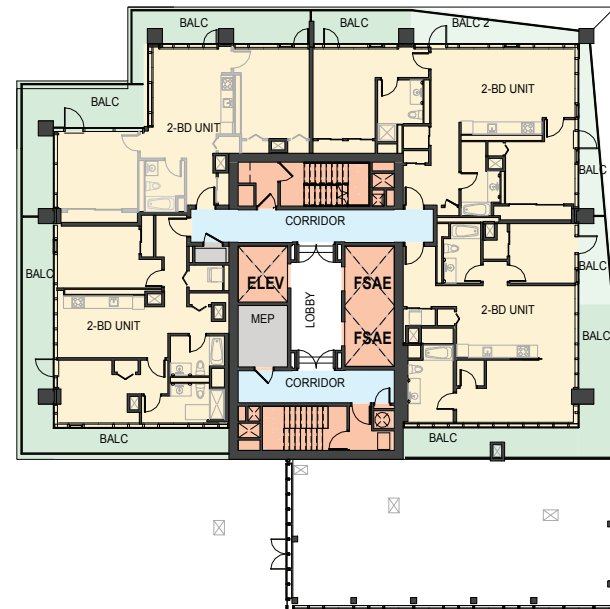
### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 2-11: FLOORS 12 THROUGH 25 TYPICAL FLOOR PLAN



FLOOR 26



FLOOR 27

SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 2-12: PROPOSED 26th and 27th FLOOR PLAN







SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

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**FIGURE 2-14: PROPOSED BASEMENT LEVEL 2 PLAN**

accessed from a 10-foot garage door. The ramp would be 14 feet wide, providing room for one car. A traffic control system with sensors, gates, and traffic lights at both ends would be installed to limit conflicts between cars entering and exiting the garage. A 10-foot-wide freight loading space would be adjacent to the vehicle ramp separated from the garage entry by landscaping and other features. The freight loading space would contain a loading dock and direct access to the freight elevator.

The proposed project would include 361 *class 1* bicycle parking spaces located among the ground floor, basement floors, and second floor along Chase Court, which would be at grade at Level 2; 32 *class 2* spaces would be located along the Otis and 12th streets frontages. Level 1 near the Otis Street entry would include a bicycle workshop/lounge.

As noted above, the building would provide off-street loading in one freight loading space at ground level accessed from 12th Street, two service vehicle spaces (one on each floor of the below-grade garage), and two “move-in/move-out” loading spaces on the first garage level. A diesel backup generator equipped with best available control technology for emissions control would be installed in the second basement level.<sup>9</sup>

## **D.5 Streetscape Improvements**

Improvements in the Otis and 12th streets public rights-of-way would include new publicly accessible open spaces, and new street trees and landscaped areas. The project sponsor would remove the one existing street tree on the Otis Street frontage, and according to San Francisco Public Works Code sections 805 and 806, would plant four to five new street trees along the Otis and 12th streets frontages. Streetscape improvements would create a 960-square-foot plaza fronting the podium lobby on Otis Street. In addition, the proposed project would include an in-kind agreement between the project sponsor and the City that would expand the existing 15-foot-wide sidewalk on the west side of 12th Street to create a public plaza. The approximately 7,200-sf plaza would range from 17 to 77 feet wide at the corner of 12th Street and South Van Ness Avenue (the 12th Street Plaza).

## **D.6 Proposed Open Space**

The proposed project would include approximately 4,060 sf of private open space as private terraces and balconies and 18,080 sf of common open space. The common open space is provided in a series of terraces located at the 2nd, 3rd, 10th, and 11th floors, including approximately 6,600 sf of outdoor terraces on the 11th floor. Additional common open space would also include two terraces on the 26th floor, totaling approximately 2,330 square feet. Privately owned public open space would be provided in the 960-square-foot ground floor

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<sup>9</sup> The Bay Area Air Quality Management district is responsible for issuing permits for stationary sources. Backup diesel generators equipped with best available control technology would result in the lowest achievable emission rate.

plaza along Otis Street described above, as well as in additional building set-back areas along Otis Street and adjacent to the proposed 12th Street Plaza to be created as part of the streetscape improvements in the area.

## **D.7 Proposed Building Form and Design**

The proposed building would comprise a single structure with two cores: the 10-story podium structure extending across the entire site and the 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The ground-level façade would be solid-panel stone finish and lobby storefront glazing systems on frontages along Otis Street, 12th Street, Colusa Alley, and Chase Court. Levels two through 27 would have unitized glass fiber reinforced concrete panel wall assembly with aluminum window openings on the podium, and window wall assembly between expressed concrete floor slabs at the tower, with a unitized curtain wall assembly at the southeast tower corner (see **Figures 2-3 and 2-4, pp. 2-8 and 2-9, Proposed South and North Elevations**). **Figure 2-15: View of Proposed Project Looking West from Mission Street and South Van Ness Avenue** is a rendering of the project.

## **D.8 Project Construction**

The proposed project would have an estimated 35-foot-deep excavation for the two-level parking garage/basement. Up to approximately 38,000 cubic yards of soil would be removed from the proposed project site, and below-grade excavation would require temporary shoring of excavation side walls. Up to 600 cubic yards of demolition debris also would be removed from the project site. The proposed project foundation is anticipated to consist of a reinforced concrete mat slab foundation.

The project sponsor anticipates that construction would span approximately 22 months, and would be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation approximately two months, and construction approximately 19 months. Heavy construction equipment, such as front loaders, backhoes, drilling equipment, tractors, graders, and trucks would be used for the project, as well as cranes, pumps and limited use of generators. Pile driving is not proposed as the proposed project would use a mat foundation system. Proposed project construction would require the temporary removal of sidewalks along the Otis and 12th street project frontages.



source: Gould Evans

X:\SF Planning Dept\30 Otis St.mxd-figure 2-15 view of Proposed Project Looking West from Mission Street and South Van Ness Avenue.mxd 6/5/2018

## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2-15: VIEW OF PROPOSED PROJECT LOOKING WEST FROM MISSION STREET AND SOUTH VAN NESS AVENUE**

## E. INTENDED USES OF THE EIR

An EIR is an informational document that is intended to inform the public and the decision makers of the environmental consequences of a proposed project and to present information about measures and feasible alternatives to avoid or reduce the environmental effects of the proposed project. It examines the potential significant physical environmental impacts that could result from the proposed project. This EIR provides the environmental information and evaluation necessary for decision-makers to adopt and implement the proposed 30 Otis Street project. This Draft EIR has been prepared by the City and County of San Francisco pursuant to CEQA (California Public Resources Code section 21000 et seq. and California Code of Regulations Title 14, sections 15000 et seq., “CEQA Guidelines”).

As a project-level EIR, this report analyzes implementation of the proposed project at a project-specific level. Before any discretionary project approvals may be granted for the project, the San Francisco Planning Commission must certify the EIR as adequate, accurate, and objective. This Draft EIR will undergo a public comment period (from June 13, 2018 to July 27, 2018) as noted on the cover of this EIR, during which time the Planning Commission will hold a public hearing on the Draft EIR. Following the close of the public comment period, the San Francisco Planning Department (Planning Department) will prepare and publish a Responses to Comments document, containing all substantive comments received on the Draft EIR and the Planning Department’s responses to those comments. It may also contain specific changes to the Draft EIR text and/or figures. The Draft EIR, together with the Responses to Comments document, including revisions to the Draft EIR, if any, will be considered for certification by the Planning Commission at a public hearing and certified as a Final EIR if deemed adequate, accurate, and objective. As noted, no approvals or permits may be issued prior to certification of the Final EIR.

## F. REQUIRED APPROVALS

It is anticipated that the proposed 30 Otis Street project would require the following approvals:

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

- Approval of an application for a Planning Code section 309 downtown project authorization for the construction of a new building in a Downtown (C-3) Zoning District and for granting exceptions to Planning Code section 148 for ground-level wind currents and section 249.33(b)(5) for lot coverage.
- Approval of an *in-kind improvement agreement* under Planning Code section 421.3(d) for community improvements for neighborhood infrastructure within the Market and Octavia Plan area, and Planning Code section 424.3(c) for community improvements for the neighborhood infrastructure within the Van Ness and Market Downtown Residential Special Use District (Neighborhood Infrastructure Fee).

- General plan referral for sidewalk changes, and 15-foot, 6-inch curb cut.

#### **Actions by the Zoning Administrator**

- Granting of variances from the Planning Code's requirements for an awning that functions as a wind canopy (Planning Code section 136.1), exposure (Planning Code section 140), and ground-floor height requirements (Planning Code section 145.1).
- Granting of an exemption from requirements to height for elevator overrun above 16 feet (Planning Code section 260(b)(1)(B)).
- Granting of a modification to rear yard requirements in the NCT District (Planning Code section 134).

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

- Approval of site, demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of permits for streetscape improvements in the public right-of-way, including new curb cuts on 12th Street, sidewalk widening, and tree removal and planting (San Francisco Public Works).
- Approval of project compliance with the stormwater design guidelines (San Francisco Public Utilities Commission).
- Approval of an erosion and sediment control plan (San Francisco Public Utilities Commission).
- Approval of a site mitigation plan, dust control plan, enhanced ventilation proposal, and issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health).
- Approval of all proposed changes in parking and loading zones, and *class 2* bicycle parking. Coordination and approval on construction-related changes to the transportation network, including potential traffic, street and parking changes, sidewalk and/or lane closures (San Francisco Municipal Transportation Agency).

#### **Actions by other Government Agencies**

- Approval of permit for installation, operation, and testing of a diesel backup generator (Bay Area Air Quality Management District).

### 3. PLANS AND POLICIES

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#### A. OVERVIEW

Pursuant to the California Environmental Quality Act (CEQA) Guidelines section 15125(d), this chapter provides a general description of land use plans applicable to the proposed 30 Otis Street Project.

In general, policy conflicts do not indicate a significant environmental effect within the context of CEQA environmental review. Instead, a policy inconsistency is considered significant pursuant to CEQA only when it would result in a significant, adverse physical effect on the environment. To the extent that physical environmental impacts of a proposed project may result in conflicts with one of the goals related to a specific resource topic, such impacts are analyzed in this *Environmental Impact Report* (EIR) and *Initial Study/Community Plan Evaluation* (IS/CPE) (see Appendix A) under the appropriate environmental topic.

Land use plans typically contain numerous policies emphasizing differing legislative goals, and an interpretation of consistency requires the balancing of all relevant policies. In the case of this project, the San Francisco Planning Commission will evaluate the proposed project in accordance with provisions of the San Francisco General Plan, including the Market and Octavia Area Plan. The staff reports and approval motions prepared for the decision-makers will include a comprehensive project analysis and findings regarding the consistency of the proposed project with applicable plans, policies, and regulations independent of the environmental review process.

#### B. PLANS AND POLICIES RELEVANT TO THE PROPOSED PROJECT

##### B.1 San Francisco General Plan

The San Francisco General Plan (general plan) sets forth the City's comprehensive, long-term land use policies and direction.<sup>10</sup> The general plan contains 10 elements (Housing, Commerce and Industry, Recreation and Open Space, Transportation, Urban Design, Environmental Protection, Community Facilities, Community Safety, Arts, and Air Quality) that provide goals, policies, and objectives for the physical development of San Francisco. In addition, the general plan includes area plans that outline goals and objectives for specific geographic and community planning areas (such as the Market and Octavia Area Plan, discussed in the following subsection, within which the project site is located).

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<sup>10</sup> City and County of San Francisco, San Francisco General Plan, 1988, as amended through 2009. Available at [http://www.sfplanning.org/ftp/General\\_Plan/index.htm](http://www.sfplanning.org/ftp/General_Plan/index.htm).

The planning department, zoning administrator, planning commission, and other City decision-makers will evaluate the proposed project in the context of the general plan, and, as part of the project review process, will consider potential conflicts. The consideration of general plan objectives and policies would take place independently of the environmental review process. Any potential conflict not identified in this EIR would be considered in that context and would not alter the analysis of physical environmental impacts found in this EIR. The proposed project will be reviewed by the planning commission in the context of all applicable objectives and policies of the general plan.

### **Housing Element**

The 2014 Housing Element is a component of the general plan that establishes the City's overall housing policies. California State Housing Element law (California Government Code sections 65580 et seq.) requires local jurisdictions to adequately plan for and address the housing needs of all segments of its population in order to attain the region's share of projected statewide housing goals. This law requires local governments to plan for their existing and projected housing needs by facilitating the improvement and development of housing and removing constraints on development opportunities. In general, the 2014 Housing Element supports projects that increase the City's housing supply (both market-rate and affordable housing), especially in areas that are close to the City's job centers and are well-served by transit. The proposed project, which would be a mixed-use project containing housing close to job centers, would not demonstrably conflict with any objectives or policies of the Housing Element.

### **Urban Design Element**

As described in the general plan, the Urban Design Element relates to the physical character and order of the city, and the relationship between people and their environment. The element specifically calls for centers of activity to be made more prominent through design of street features and other means (Policy 1.6). Recommended features include street landscaping, lighting, distinctive paving, furniture, and other elements that fit within the context and contribute to the identity of the area, suitable to the needs and desires of merchants, shoppers, and other people using the area.

As discussed below, the proposed project could be inconsistent with certain aspects of the general plan's urban design element related to conserving resources that provide a sense of continuity with the past. The proposed project would include demolition of the existing building at 14-18 Otis Street, which is considered a historic resource under the California Environmental Quality Act (CEQA) because, as described above, it has been determined to be individually eligible for listing on the California Register of Historical Resources (CRHR). The well-preserved Renaissance Baroque light-industrial loft building at 14-18 Otis Street appears eligible for the CRHR as a structure that embodies the distinctive characteristics of a type, period, and method of construction, with steel industrial sash windows, and historicist decoration. For these reasons, the proposed project could conflict with policy 2.4 of the urban design element, which calls for the preservation of notable landmarks and areas of historic,



architectural, or aesthetic value. The associated physical environmental impacts that could result from this conflict are discussed in section 4.B, Historic Architectural Resources, pp. 4-10 to 4-39, of this EIR.

## **Transportation Element**

The Transportation Element of the general plan is composed of objectives and policies that relate to the eight aspects of the citywide transportation system: General Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Management. The Transportation Element references San Francisco's Transit First Policy in its introduction, and contains objectives and policies that are directly pertinent to consideration of the proposed project, including objectives related to locating development near transit facilities, and encouraging transit use. Implementation of the proposed project could result in potential conflicts with the Transportation Element with regard to potential delays to Muni and potential hazardous conditions for bicyclists and pedestrians during project construction. The associated physical environmental impacts that could result from this conflict are discussed in Section 4.C, Construction-Related Transportation and Circulation, beginning on p. 4-47.

## **B.2 Market and Octavia Area Plan**

The project site is located within the Market and Octavia Area Plan (area plan) boundaries. The area plan, effective on May 30, 2008, after approval by the board of supervisors, promotes a mixed-use, urban neighborhood in which new and current residents enjoy a vibrant pedestrian realm and rich transit connections.

The area plan allows for intensive commercial uses and residential towers clustered around the intersection of Market Street and Van Ness Avenue. The proposed project would be consistent with the area plan's goals for mixed-use, high-density development near transit. It would also be consistent with the area plan's goals to retain arts uses and to provide neighborhood serving retail. The proposed project would provide limited onsite parking that supports transit trips, consistent with the plan's policies. The building façade, street-level retail uses, and pedestrian-scale design along Otis and 12th streets would not conflict with the area plan's design principles.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the zoning districts in which the project site is located, and would be consistent with bulk districts, density, and land uses as envisioned in the area plan, described above.<sup>11,12</sup>

<sup>11</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 30 Otis Street, Case No. 2015-010013ENV. June 20, 2017.

<sup>12</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 30 Otis Street, Case No. 2015-010013ENV. July 21, 2017.

### **B.3 Market Street Hub Project**

The Market Street Hub Plan would amend the 2008 Market and Octavia Area Plan, for the easternmost portions of the Market and Octavia Area Plan. The objectives of the Hub Plan are to encourage housing, including affordable housing; create safer and more walkable streets as well as welcoming and active public spaces; increase transportation options; and create a neighborhood with a range of uses and services to meet neighborhood needs. The Hub Plan would pursue changes to height and bulk districts for select parcels to allow more housing, including more affordable housing, and to allow development of a taller, larger, and more diverse array of buildings and heights within the Hub Plan area. It is anticipated that if all of the parcels in the Hub Plan area were to be developed to the proposed maximum height and bulk limits, these changes would result in approximately over 2,000 new residential units (over 5,000 new residents) in addition to new commercial space. The Planning Department released a notice of preparation of an environmental impact report (EIR) for the Hub Plan in May 2018 and expects to publish the draft EIR in spring 2019.

Potential development under the Market Street Hub plans is included in the cumulative projects considered in the cumulative impact analysis, where relevant for the specific environmental topics addressed in this EIR (refer to Section 4.A.7, p. 4-5).

### **B.4 San Francisco Planning Code**

The San Francisco Planning Code, which incorporates by reference the City's Zoning Maps, governs allowed uses, densities, and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the Planning Code or an exception is granted pursuant to provisions of the Planning Code. The following section describes the project's consistency with its applicable land use districts, and the bulk, height, and other regulations associated with the project site.

#### **Allowable Uses**

Four of the lots (Block 3505, Lots 010, 012, 013, and 016) on the project site are within the Downtown General Commercial District (C-3-G) and are in the Van Ness and Market Downtown Residential Special Use District, and the fifth lot (Block 3505, Lot 018) is zoned Neighborhood Commercial-Transit (NCT-3). The entire project site is within the Market and Octavia plan area.

As stated in Planning Code section 210.2, the C-3-G zoning districts are composed of a variety of uses, including retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a citywide or regional function, although the intensity of development is lower here than in the downtown core area. No off-street parking is required for individual residential or commercial buildings.

As stated in Planning Code section 752, the NCT-3 zoning districts are mixed-use districts that support neighborhood-serving commercial uses on lower floors and housing above. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. Residential parking is not required and generally limited and commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic.

The proposed project would develop approximately 404,770 gross square feet of residential and retail/arts activity uses on the site, which are permitted uses in the C-3-G and NCT-3 districts.

### **Height and Bulk**

Three of the lots on the project site are in an 85-X height and bulk district (Block 3505, Lots 010, 016, and 018) and two of the lots (Block 3505, Lots 012 and 013) are in an 85/250-R-2 height and bulk district. The 85-X height and bulk district permits buildings up to 85 feet in height with no bulk restrictions, and the 85/250-R-2 height and bulk district permits buildings up to 250 feet in height with bulk restrictions pursuant to Planning Code section 270. The proposed project would be consistent with these height and bulk districts.

### **Affordable Housing**

The proposed project would meet the requirements of the City's Residential Inclusionary Affordable Housing Program (Planning Code sections 415 et seq.) by either including below-market-rate units or paying the inclusionary housing fee, as required by Planning Code section 415.6.

### **Other Planning Code Requirements**

The proposed project would have a floor area ratio (FAR) of 12:1 in the C-3-G district, which would exceed the base FAR of 6:1 and the maximum FAR of 9:1 and the project sponsor would exceed the FAR through payment of fees as allowed under Planning Code section 424.

The proposed project would comply with the Planning Code sections 135 and 136 requirements for open space, through a combination of private open space and common usable open space.

The proposed project would require five street trees, and would comply with section 138.1(c)(1) by removing one existing street tree and planting four to five new street trees along the Otis and 12th street frontages.

According to Planning Code section 151.1, off-street parking for residential or commercial uses in a C-3-G or NCT district is not required. In both zoning districts, up to 0.5 off-street parking spaces per dwelling unit are permitted, or up to 0.75 off-street parking spaces per dwelling unit with a conditional use authorization. The proposed project would provide 71 residential

parking spaces and three car-share spaces and would comply with the permitted number of parking spaces.

Planning Code section 155.2 requires that new residential buildings over 100 units provide 100 secure (*class 1*) bicycle parking spaces (bicycle locker or space in a secure room), plus one *class 1* space for every four dwelling units over 100. One *class 2* space (publicly accessible bicycle rack) is also required for each 20 units. For the retail use, section 155.2 requires one *class 1* space for each 7,500 square feet (sf) of occupied space and one *class 2* space for each 2,500 sf of occupied space. For arts use, section 155.2 requires one *class 1* space for each 5,000 sf of occupied space and one *class 2* space for each 2,500 sf of occupied space. The proposed project would meet section 155.2 requirements with 361 *class 1* and 32 *class 2* spaces.

## **B.5 Accountable Planning Initiative**

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the Planning Code to establish eight priority policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses; (2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

The above priority policies are also incorporated into the preamble to the general plan, which is intended to be “an integrated, internally consistent and compatible statement of objectives and policies, and its objectives and policies are to be construed in a manner which achieves that intent.” The priority policies “shall be the basis upon which inconsistencies in the General Plan are resolved.”<sup>13</sup> Prior to issuing a permit for any project that requires an Initial Study or EIR under CEQA, or issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the general plan, the City is required to find that the proposed project would generally be consistent with these priority policies.

The proposed demolition of the existing building on the project site, which has been identified as a historic resource under CEQA, could be inconsistent with the above policy that calls for the preservation of landmarks and historic buildings. However, the proposed project would

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<sup>13</sup> Preamble to the San Francisco General Plan.

provide affordable housing, create neighborhood-serving retail uses, and discourage use of commuter automobiles. The Planning Commission will review the proposed project for consistency with the priority policies during its final review of the required project approvals. The case report and approval motions for the proposed project that are presented to the Planning Commission will contain the Planning Department's comprehensive project analysis and findings regarding the proposed project's consistency with the priority policies. The consistency of the proposed project with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the proposed project.

## **B.6 Climate Action Plan**

In February 2002, the board of supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a greenhouse gas (GHG) emissions reductions goal of 20 percent below 1990 levels by the year 2012. The resolution also directs the San Francisco Department of the Environment, the San Francisco Public Utilities Commission, and other appropriate City agencies to complete and coordinate an analysis and planning of a local action plan targeting GHG emission reduction activities. In September 2004, the Department of the Environment and the San Francisco Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions (Climate Action Plan). The Climate Action Plan examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors—transportation, energy efficiency, renewable energy, and solid waste management—to meet stated goals by 2012; and presents next steps required over the near term to implement the plan. Although the board of supervisors has not formally committed the City to perform the actions addressed in the plan, and many of the actions require further development and commitment of resources, the plan serves as a blueprint for GHG emission reductions, and several actions are now in progress.

The Climate Action Plan presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets. The plan indicates that burning fossil fuels in vehicles and for energy use in buildings and facilities are the major contributors to San Francisco's GHG emissions. The plan includes GHG-reduction strategies, such as targeting emission reductions from fossil fuel use in cars, power plants, and commercial buildings; developing renewable energy technologies like solar, wind, fuel cells, and tidal power; and expanding residential and commercial recycling programs. According to the plan, achieving these goals will require the cooperation of a number of different city agencies. An analysis of potential effects on global warming and GHG is presented in Appendix A, Section E.7, Greenhouse Gas Emissions, which determined that project impacts would be less than significant and would not require further

analysis in this EIR. The proposed project would not obviously or substantially conflict with San Francisco's GHG reduction strategies.

### **B.7 San Francisco Bicycle Plan**

In August 2009, the board of supervisors approved the San Francisco Bicycle Plan (bicycle plan) that describes the City's program to provide a safe and attractive environment needed to promote bicycling as a transportation mode.

The bicycle plan includes objectives and policies that would facilitate bicycling in the City. It also describes the existing bicycle route network (a series of interconnected streets in which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement. As described in Chapter 2, Project Description, and above in this chapter under Planning Code, the proposed project would provide bicycle parking consistent with Planning Code section 155.2. As described in Section 4.C, Construction-Related Transportation and Circulation, sidewalk and travel lane closures during construction could create potentially hazardous conditions for bicyclists. Therefore, implementation of the proposed project would potentially conflict temporarily with the bicycle plan, and potentially hazardous conditions related to bicycles is discussed further in Section 4.C, Construction-Related Transportation and Circulation, of this EIR. The proposed project would not obviously or substantially conflict with San Francisco's bicycle plan policies.

### **B.8 Better Streets Plan**

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

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

The requirements of the Better Streets Plan were incorporated into the Planning Code as section 138.1. The proposed project would be consistent with the plan by complying with Planning Code section 138.1 through the implementation of the following measures, as applicable: pedestrian safety and accessibility features; universal pedestrian-oriented streetscape design with incorporation of street trees, street lighting, efficient utility location for unobstructed sidewalks, shared single surface for small streets/alleys, and sidewalk/median pocket parks; and integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops located in medians within the street). Please see Chapter 2, Project Description, which notes the project's proposed sidewalk widening, public plaza, street trees, and pedestrian safety features that would respond to the Better Streets Plan. The proposed project would not obviously or substantially conflict with Better Streets Plan policies.

## **B.9 Transit First Policy**

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

The proposed project would provide 71 residential parking spaces and three car-share spaces and would comply with the number of parking spaces as permitted under Planning Code section 151.1. Many of the trips associated with the proposed project are anticipated to be made via public transportation because of the project site's close proximity to numerous Muni routes and the Civic Center BART station. In addition, the proposed project would provide 361 *class 1* bicycle parking spaces and 32 *class 2* bicycle parking spaces, which is greater than the number of bicycle parking spaces required in the Planning Code. These features would be consistent with the City's Transit First Policy. However, as discussed above, sidewalk and lane closure during project construction could potentially create hazardous conditions for bicyclists and pedestrians and delays to transit. Therefore, implementation of the proposed project could potentially conflict with the Transit First Policy. Section 4.B.2 Transportation and Circulation of this EIR discusses project construction effects on transit, pedestrian, and bicycle circulation.

## **B.10 Transportation Sustainability Program**

The Transportation Sustainability Program is an initiative aimed at improving and expanding the transportation system to help accommodate new growth, and create a policy framework for private development to contribute to minimizing its impact on the transportation system, including helping to pay for the system's enhancement and expansion. The Transportation Sustainability Program is a joint effort by the Mayor's Office, the San Francisco Planning

Department, the San Francisco Municipal Transportation Agency, and the San Francisco County Transportation Authority (transportation authority), comprising the following three objectives:

- **Fund Transportation Improvements to Support Growth.** The Transportation Sustainability Fee (TSF) set forth in Planning Code section 411A is assessed on new development, including residential development, to help fund improvements to transit capacity and reliability as well as bicycle and pedestrian improvements. The new TSF replaces the Transit Impact Development Fee that was levied on most new non-residential developments citywide to offset a new development's impacts on the transit system. The TSF is applicable to the proposed project.
- **Modernize Environmental Review.** This component of the Transportation Sustainability Program changes how the City analyzes impacts of new development on the transportation system under CEQA. This reform has been helped by California Senate Bill 743, which requires that the existing transportation review standard, focused on automobile delay (vehicular level of service), be replaced with *vehicle miles traveled* (VMT). VMT is a measure of the amount and distance that a project causes potential residents, tenants, employees, and visitors of a project to drive, including the number of passengers within a vehicle. The Planning Commission adopted Resolution 19579 regarding this reform on March 3, 2016.
- **Encourage Sustainable Travel.** This component of the Transportation Sustainability Program would help manage demand on the transportation network through a Transportation Demand Management (TDM) Program, making sure new developments are designed to make it easier for new residents, tenants, employees, and visitors to get around by sustainable travel modes such as transit, walking, and biking. Each measure that would be included in the TDM program is intended to reduce VMT traveled from new development.

The board of supervisors approved new Planning Code section 169 on February 17, 2017, to require TDM programs as part of most new development, as defined in section 169.

The proposed project would not obviously or substantially conflict with the Transportation and Sustainability Program policies and strategies.

### C. REGIONAL PLANS AND POLICIES

In addition to local plans and policies, there are several regional planning agencies whose plans and policies guide growth and development of the nine-county San Francisco Bay Area. Some of these plans and policies are advisory, and some include specific goals and provisions that must be adhered to when evaluating a project under CEQA. The regional plans and policies that are relevant to the proposed project are discussed below:

- Plan Bay Area, prepared by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission, includes the Regional Transportation Plan and



Sustainable Communities Strategy for the San Francisco Bay Area. Plan Bay Area is a long-range integrated land use and transportation plan for the nine-county Bay Area that covers the period from 2010 to 2040. Plan Bay Area calls for concentrating housing and job growth around transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas. In addition, Plan Bay Area specifies strategies and investments for maintaining, managing, and improving the region's multimodal transportation network and proposes transportation projects and programs to be implemented with reasonably anticipated revenue. Plan Bay Area updated the Metropolitan Transportation Commission's 2009 regional transportation plan (Transportation 2035 Plan - Change in Motion), which outlined transportation projects for highway, transit, rail, and related uses through 2035 for the nine Bay Area counties. Plan Bay Area was adopted on July 18, 2013 (updated in July 2017), and will be updated every four years.

Plan Bay Area includes the population and employment forecasts from ABAG's Projections 2013, an advisory policy document used to assist in the development of local and regional plans and policy documents, and MTC's 2040 Regional Transportation Plan, a policy document that outlines transportation projects for highway, transit, rail, and related uses through 2040 for the nine Bay Area counties. All of the Bay Area's 101 cities and nine counties are given a share of the Bay Area's total regional housing need. The Bay Area's regional housing need is allocated to each jurisdiction by the California Department of Housing and Community Development and finalized through negotiations with ABAG.

- The Bay Area Air Quality Management District's Bay Area 2010 Clean Air Plan updated the Bay Area 2005 Ozone Strategy, in accordance with the requirements of the California Clean Air Act, to implement feasible measures to reduce ozone and provide a control strategy to reduce GHG emissions.
- The San Francisco Regional Water Quality Control Board's Water Quality Control Plan for the San Francisco Basin is a master water quality control planning document that designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.

The proposed project would not obviously or substantially conflict with any regional plans and policies.

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## 4. ENVIRONMENTAL SETTING AND IMPACTS

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### A. INTRODUCTION

#### A.1 Overview

This chapter provides a project-level impact analysis of the physical environmental impacts of implementing the 30 Otis Street Project as described in Chapter 2, Project Description. This chapter describes the environmental setting; assesses impacts (off-site, on-site, construction-related, operational, direct, and indirect) and cumulative impacts; and identifies mitigation measures that would reduce or avoid identified significant environmental impacts.

#### A.2 Scope of Analysis

The project sponsor, Align Otis, LLC, filed an application on September 23, 2015, for the environmental evaluation of the proposed project. The CEQA environmental review process provides an opportunity for the public to review and comment on the proposed project's potential environmental effects and to further inform the environmental analysis. The San Francisco Planning Department (Planning Department) determined that an EIR was required and published a *Notice of Preparation* (NOP) of an EIR (Appendix A) announcing this requirement on February 9, 2018, and requested that agencies and interested parties comment on environmental issues that should be addressed in the EIR. The *Initial Study/Community Plan Evaluation* (IS/CPE) attached to the NOP is also included in Appendix A. The IS/CPE considered 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 offsite 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. The IS/CPE concluded that the proposed project would not result in significant effects beyond those previously identified in the Market and Octavia PEIR, with the exception of historic architectural resources, construction-related transportation impacts, and wind conditions. 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, in the following topical areas: Land Use and Land Use Planning, Population and Housing, Cultural Resources (archeological resources and human remains), Operational Transportation and Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Recreation, Utilities and Services Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agriculture and Forest Resources.

As noted above, the IS/CPE determined that the proposed project could result in potentially significant impacts that are peculiar to the proposed project or its site and that were not

previously identified in the Market and Octavia PEIR in the following topic areas addressed in this EIR:

- Historic Architectural Resources (Section B)
- Construction-Related Transportation and Circulation (Section C)
- Wind (Section D)

### **A.3 CEQA Methodological Requirements**

CEQA Guidelines section 15151 describes standards for the preparation of an adequate EIR. Specifically, the standards under section 15151 are listed below.

- An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes into account environmental consequences.
- An evaluation of the environmental impacts of a project need not be exhaustive; rather, the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible.
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.

In practice, the above points indicate that EIR preparers should adopt a reasonable methodology upon which to estimate impacts. This approach means making reasonable assumptions using the best information available. In some cases, typically, when information is limited or where there are possible variations in project characteristics, EIR preparers will employ a “reasonable worst-case analysis” in order to capture the largest expected potential change from existing baseline conditions that may result from implementation of a project.

### **A.4 Format of the Environmental Analysis**

The environmental topics considered in this section (Historical Architectural Resources, Construction-Related Transportation and Circulation, and Wind) include an introduction, a discussion of the environmental setting, regulatory framework, and impacts and mitigation measures. The information provided in each section is as follows:

#### **Introduction**

This subsection includes a brief description of the types of impacts that are analyzed, as well as a summary of the impacts that were scoped out in the IS/CPE (that is, impacts that were determined to result in a less-than-significant impact).

### Environmental Setting

This subsection presents a description of the existing, baseline physical conditions of the project site and surroundings (e.g., existing land uses, building descriptions, transportation conditions) at the time of issuance of the NOP (with respect to each resource topic) in sufficient detail and breadth to allow a general understanding of the environmental impacts of the proposed project.

### Regulatory Framework

This subsection describes the relevant federal, state, and local regulatory requirements that are directly applicable to the environmental topic being analyzed.

### Impacts and Mitigation Measures

This subsection evaluates the potential for the proposed project to result in adverse effects on the existing physical environment. The significance criteria for evaluating environmental impacts are defined at the beginning of the impact analysis section, followed by the approach to analysis, a discussion of the impacts of the proposed project, and mitigation measures, if required. Project-specific impacts are discussed first, followed by cumulative analysis.

## A.5 Determination of Significance

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence. The significance thresholds (or criteria) used in this EIR are based on the Planning Department's Environmental Planning Division (EP) guidance regarding the thresholds of significance used to assess the severity of environmental impacts of the proposed project. EP guidance is based on CEQA Guidelines Appendix G, with procedures as set forth in San Francisco Administrative Code Chapter 31.10. The significance thresholds used to analyze each environmental resource topic are presented in each resource section of Chapter 4, before the discussion of impacts. The impacts of the proposed project are organized into separate categories based on the criteria listed in each topical section. Project-specific impacts are discussed first, followed by cumulative analysis.

The categories used to designate impact significance are described as follows:

- **No Impact.** A no-impact conclusion is reached if there is no potential for impacts or the environmental resource does not occur within the project area or the area of potential effects.
- **Less-than-Significant Impact.** This determination applies if the impact does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations. No mitigation is required for impacts determined to be less than significant.

- **Less-than-Significant Impact with Mitigation.** This determination applies if the project would result in a significant effect, exceeding the established significance criteria, but feasible mitigation is available that would reduce the impact to a less-than-significant level.
- **Significant and Unavoidable Impact with Mitigation.** This determination applies if the project would result in an adverse effect that exceeds the established significance criteria, and although feasible mitigation might lessen the impact, the residual effect would remain significant, and, therefore, the impact would be unavoidable.
- **Significant and Unavoidable Impact.** This determination applies if the project would result in an adverse effect that exceeds the established significance criteria, and there is no feasible mitigation available to reduce the impact to a less-than-significant level.

## A.6 Mitigation Measures and Improvement Measures

Mitigation measures are identified, where feasible, for impacts considered significant or potentially significant consistent with CEQA Guidelines section 15126.4, which states that an EIR “shall describe feasible measures which could minimize significant adverse impacts.” CEQA requires that mitigation measures have an essential nexus and be roughly proportional to the significant effect identified in the EIR. Pursuant to CEQA Guidelines section 15126.4, mitigation measures are not required for environmental impacts that are not found to be significant. Therefore, for resource topics in which this EIR found the proposed project’s physical environmental impact to be less than significant, but for which the Planning Department has identified measures that would further lessen the already less-than-significant impacts of the project, these measures have been identified as “improvement measures.” The project sponsor has indicated that, if the project were approved, they would incorporate all improvement measures identified in this EIR as part of the project.

Impacts are numbered and shown in bold type, and the corresponding mitigation measures, where identified, are numbered and indented, and follow impact statements. Impacts and mitigation measures are numbered consecutively include an abbreviated reference to the impact section (i.e., CR for Cultural Resources).

## A.7 Cumulative Impacts

Cumulative impacts, as defined in CEQA Guidelines section 15355, refer to two or more individual effects that, when taken together, are “considerable” or that compound or increase other environmental impacts. A cumulative impact from several projects is the change in the environment that would result from the incremental impact of the project when added to those of other closely related past, present, or reasonably foreseeable future projects. Cumulative impacts could result from individually minor but collectively significant projects taking place over time. Pertinent guidance for cumulative impact analysis is provided in CEQA Guidelines section 15130:

- An EIR shall discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable” (e.g., the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current, and probable future projects, including those outside the control of the agency, if necessary).
- An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.
- A project’s contribution is less than cumulatively considerable, and thus not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.
- The discussion of impact severity and likelihood of occurrence need not be as detailed as for effects attributable to the project alone.
- The focus of analysis should be on the cumulative impact to which the identified other projects contribute, rather than on attributes of the other projects that do not contribute to the cumulative impact.

The cumulative impact analysis for each individual resource topic is described in each resource section of this chapter immediately following the description of the direct project impacts and identified mitigation measures.

Two approaches to a cumulative impact analysis are provided in CEQA Guidelines section 15130(b)(1): (a) the analysis can be based on a list of past, present, and reasonably foreseeable probable future projects producing the closely related impacts that could combine with those of a proposed project, or (b) a summary of projections contained in a general plan or related planning document can be used to determine cumulative impacts. The following factors were used to determine an appropriate level for cumulative analysis in this EIR:

- **Similar Environmental Impacts.** A relevant project contributes to effects on resources that are also affected by the proposed project. A relevant future project is defined as one that is

“reasonably foreseeable,” such as a proposed project for which an application has been filed with the approving agency or has approved funding.

- **Geographic Scope and Location.** A relevant project is located within the geographic area within which effects could combine. The geographic scope varies on a resource-by-resource basis. For example, the geographic scope for evaluating cumulative effects to air quality consists of the affected air basin, whereas the cumulative context for wind impacts are nearby proposed or approved development projects that could affect wind conditions in the project vicinity.
- **Timing and Duration of Implementation.** A relevant project is one that has effects associated with activities (e.g., short-term construction or demolition, or long-term operations) that would likely coincide in timing with the related effects of the proposed project.

The analysis in this EIR employs the list-based approach for the individual resource topics being analyzed. **Table 4-1, Cumulative Development**, and **Figure 4-1, Cumulative Projects**, p. 4-8, present projects and plans within a 1,500-foot radius of the project site considered in the cumulative analyses. In addition to those development projects, cumulative projects include the following transportation projects and land use plans, as appropriate. The detailed cumulative approach and setting for each resource topic is provided under their respective sections.

#### *Van Ness Bus Rapid Transit (BRT) Project*

San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved the Van Ness BRT project in 2012. The project includes dedicated center-running bus lanes separated from traffic on Van Ness Avenue and South Van Ness Avenue between Mission Street and Lombard Street, which will be used by Muni Routes 49 Van Ness/Mission and 47 Van Ness, as well as by Golden Gate Transit.

In the vicinity of the proposed project, the Van Ness BRT project replaced the two median automobile travel lanes (closed in 2017) with bus-only lanes on South Van Ness Avenue between Market and Mission streets. Farside center boarding island stops will be constructed in each direction at the intersection of Market Street and Van Ness Avenue. The Van Ness BRT project will also create a dedicated right-turn pocket on southbound South Van Ness Avenue onto Otis Street. The BRT project will remove on-street parking along both sides of South Van Ness Avenue between Market Street and Mission Street, and widen the sidewalk along the east side of Van Ness Avenue between Market Street and Mission Street.

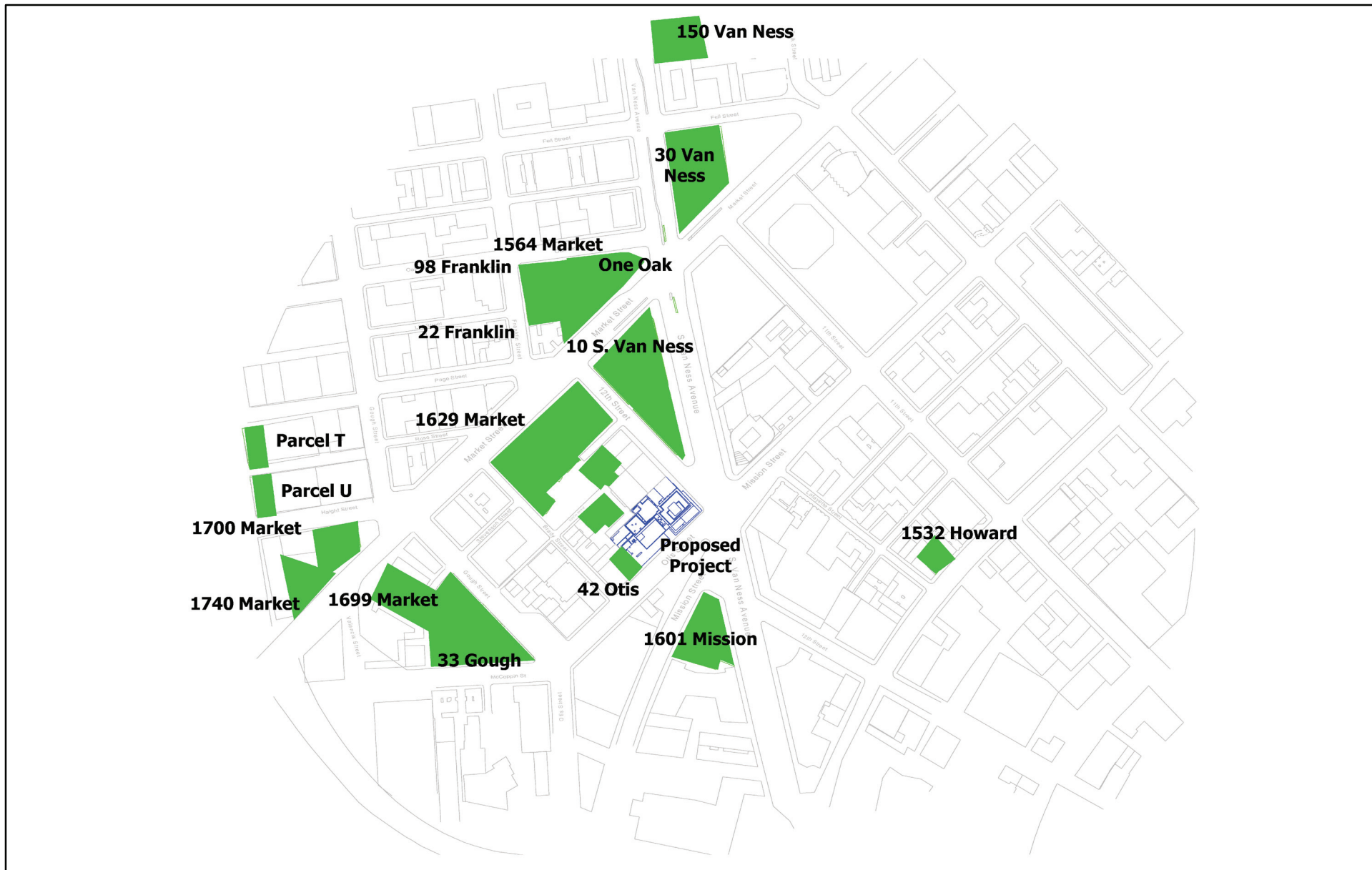


**Table 4-1: Cumulative Development Projects**

Address	Case File No.	Number of Dwelling Units	Retail/ Commercial gsf	Office or Institutional gsf	Approximate Height (Feet)
22-24 Franklin Street <sup>1</sup>	2013.1005E	35	2,100		85
98 Franklin Street	2016-014802ENV	345	3,100	75,500	85
33 Gough Street <sup>2</sup>	No case number				250
1532 Howard Street <sup>1</sup>	2013.1305E	15			60
1390 Market Street	2005.0979E				120
1546-1564 Market Street <sup>1</sup>	2012.0877E	109	4,810		120
1629 Market Street	2015.005848ENV	584	13,100	27,300	85
1699 Market Street <sup>1</sup>	2014.0484E	162	4,500		85
1700 Market Street	2013.1179E	48	1,549		85
1740 Market Street	2014.0409E	110	7,600		85
1500 Mission Street <sup>1</sup>	2014.000362ENV	550	35,000	463,300	400
1601 Mission Street	2014.1121ENV	220	7,336		120
1 Oak Street	2009.0159E	320	1,300		400
30 Van Ness Street	2015.008571ENV	610	21,000	49,999	520
10 South Van Ness Avenue <sup>3</sup>	2015-004568ENV	984	30,350		400/620
Parcel T	2014.1509ENV	26			55
Parcel U	No current case number				55
Notes: 1. Project(s) currently under construction. 2. No project is currently proposed for this site; the environmental evaluation application was withdrawn on April 5, 2018. Modeled as a 250-foot-tall tower as previously proposed. 3. 10 South Van Ness includes the proposed two-tower, 400-foot project, and a one-tower, 620-foot variant. Source: San Francisco Planning Department					

### ***Muni Forward***

In March 2014, the SFMTA Board of Directors approved a set of recommendations designed to make Muni service more reliable, quicker, and more frequent. These recommendations include new routes and route extensions, service-related capital improvements, more service on busy routes, designation of rapid transit routes, travel time reduction proposals on the rapid transit routes, and elimination or consolidation of certain routes or route segments with low ridership. Muni Forward changes to the 14 Mission/14R Mission Rapid routes that are approved and funded include converting the 14 Mission route from trolley service to motor coach service and 14R Mission Rapid from motor coach service to trolley service. As part of Muni Forward, the SFMTA is implementing transit priority and traffic improvements along Mission Street between



source: BMT

X:\SF Planning\Depth30 Otis\dmx\figure 4-1 Cumulative Projects.mxd 6/5/2018

## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 4-1: CUMULATIVE PROJECTS**

11th and Randall streets. Changes will occur in the vicinity of the project site during the second phase, which is scheduled for mid-2018.<sup>14</sup> In the project vicinity, the changes include development of transit-only lanes; removal of the left-turn lane and addition of a new right-turn pocket on westbound Mission Street at South Van Ness Avenue; construction of a farside bus-boarding island on westbound Otis Street at South Van Ness Avenue (Farside bus stops are located immediately after an intersection, allowing the bus to travel through the intersection before stopping), new pedestrian bulbs and refuge islands; and upgraded bicycle lanes.

### ***Better Market Street Project***

Better Market Street project elements would include both transportation and streetscape improvements, with changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities. Environmental review is underway for the project. The Better Market Street project anticipates changes to the configuration and allowed turning movements at the northern end of the 12th Street block adjacent to the project site.

### ***The Market Street Hub Project***

The Hub Plan would amend the 2008 Market and Octavia Area Plan, for the easternmost portions of the Market and Octavia Area Plan. The objectives of the Hub Plan are to encourage housing, including affordable housing; create safer and more walkable streets as well as welcoming and active public spaces; increase transportation options; and create a neighborhood with a range of uses and services to meet neighborhood needs. The Hub Plan would pursue changes to height and bulk districts for select parcels to allow more housing, including more affordable housing, and to allow development of a taller, larger, and more diverse array of buildings and heights within the Hub Plan area. The Planning Department released a notice of preparation of an environmental impact report (EIR) for the Hub Plan in May 2018 and expects the draft EIR in spring 2019.

It is anticipated that if all of the parcels in the Hub Plan area were to be developed to the proposed maximum height and bulk limits, these changes would result in approximately over 2,000 new residential units (over 5,000 new residents) in addition to new commercial space.

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<sup>14</sup> Overall timing for these improvements was based on SFMTA staff comments during meeting with Planning Department and SFMTA, October 25, 2017. The construction timing for the farside bus-boarding island on westbound Otis Street at South Van Ness Avenue is expected to occur between August and September 2018, per email from Carli Paine, SFMTA, April 11, 2018.

## B. HISTORIC ARCHITECTURAL RESOURCES

### B.1 Introduction

This subsection describes the historic architectural resources within the project site and evaluates potential direct and indirect impacts to those resources that could result from the proposed project.

Under CEQA, “cultural resources” include historical architectural resources and archeological resources, each of which may be considered a “historical resource.” The Market and Octavia PEIR determined that implementation of the area plan could result in significant impacts on archeological resources and identified mitigation measures to reduce these potential impacts to a less-than-significant level. The IS/CPE determined that the proposed project would have a less-than-significant impact, with implementation of Project Mitigation Measure 1: Archeological Testing Program, on archeological resources, including human remains. Accordingly, further discussion of these topics is not required in this EIR and this section is limited to analysis of impacts on historical architectural resources.

For the purposes of this EIR, a “historical resource” is defined, under CEQA section 21084.1, as a resource that is listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR). A resource that (i) is identified as significant in a local register of historical resources, such as article 10 and article 11 of the San Francisco Planning Code (Planning Code), or (ii) is deemed significant due to its identification in a historical resources survey meeting the requirements of the *California Public Resources Code* (PRC) section 5024.1(g), is also presumed to be historically significant “unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.” Under CEQA Guidelines section 21084.1 a lead agency can also determine that a resource constitutes a historical resource even if the resource does not meet the foregoing criteria.

Project impacts on a “historical resource” as defined by CEQA are analyzed in a two-step process. The first step determines whether a project may impact a resource that falls within the definition of “historic resource” under CEQA. If the project may impact a historic resource, the second step determines whether the project would cause a “substantial adverse change in the significance of the historical resource.” A project that may cause a substantial adverse change in the significance of a historical resource is one that may have a significant effect on the environment (CEQA Guidelines section 15064.5(b)(1)(2)).

This section has two parts. The first is a setting discussion that evaluates the potential for the presence of historic resources within the project site and the second is an impacts discussion that evaluates the impacts of the proposed project on the historic resources identified in the setting discussion. It is based on the *historic resource evaluation* prepared by VerPlanck Historic

Preservation Consulting<sup>15</sup> (and associated appendices) for the proposed project and a Preservation Team Review Form<sup>16</sup> prepared by the Planning Department that includes a determination regarding the historic resource status of the buildings on the project site and the potential project impacts to historic resources. As discussed in the IS/CPE, one of the five buildings on the project site, 14-18 Otis Street, was determined to be a historic resource and is the focus of this evaluation.

## **B.2 Environmental Setting**

The 30 Otis Street project site is at the southwest corner of Mission Street and South Van Ness Avenue, where Market and Mission streets meet Van Ness Avenue. The area is historically known as the “Market Street Hub,” or simply “The Hub,” a moniker given to the area because it was where four different streetcar lines converged. The project site is located between the Mid-Market Corridor and the South of Market (SoMa) area and is also close to the Civic Center and Hayes Valley on the north side of Market Street.

This section describes the historic architectural resource on the project site (14-18 Otis Street), as well as the off-site historic resources in the vicinity.

### **Historical Context**

The project site is on a block that was a southerly extension of Van Ness Auto Row, a linear commercial district of auto showrooms, auto parts and supply stores, and repair facilities that opened along Van Ness Avenue and its intersecting streets after 1910. Auto-related businesses remained important along South Van Ness Avenue and on the project block for the next half-century. While auto-related businesses in the corridor have declined since the 1970s, the project site accommodates three auto-related businesses at 74 12th Street, 30 Otis Street, and 38 Otis Street.

### **Historic Resource Surveys**

#### ***San Francisco Landmarks and Locally Designated Properties***

Article 10 Landmarks and article 11 Building and Conservation Districts are considered historic resources by the Planning Department for the purposes of CEQA. Article 11 applies exclusively in the City's downtown core area—not inclusive of the project site—and is not discussed further. Planning Code article 10 (Preservation of Historical, Architectural, and Aesthetic Landmarks) provides for official designation of landmarks and historic districts throughout the city that have “a special character or special historical, architectural or aesthetic interest or value.” Designation as a landmark requires approval of the Board of Supervisors. Landmark status provides the greatest level of protection for historical resources in San Francisco; in

<sup>15</sup> VerPlanck Historic Preservation Consulting. *Historic Resource Evaluation, 30 Otis Street Project, San Francisco, California*. May 2, 2017.

<sup>16</sup> San Francisco Planning Department. *Preservation Team Review Form, 30 Otis Street Project*. June 5, 2017.

general, alteration of a landmark requires approval by the Historic Preservation Commission of a Certificate of Appropriateness. None of the buildings on the project site is a City Landmark or a contributor to any locally designated or potential historic districts.

### ***Market and Octavia Plan Survey***

In 2006, the Planning Department hired Page & Turnbull to survey buildings 45 years or older within the boundaries of the Market and Octavia Plan area. The Market and Octavia Plan Survey (Market and Octavia Survey) consists of a historic context statement that describes the history of this part of San Francisco, which spans parts of the SoMa area, the Civic Center, Hayes Valley, Western Addition, Mission District, Eureka Valley, and the Mid-Market Street Corridor. Page & Turnbull recorded buildings built in or before 1961 (1,563 projects) on State of California Department of Parks and Recreation (DPR) 523 A (Primary) forms. Of these, Page & Turnbull identified 155 properties for additional research and documentation on DPR 523 B (Building, Structure, and Object) forms. Page & Turnbull evaluated another 736 properties on DPR 523 D (District) forms. The San Francisco Landmarks Preservation Advisory Board (now the Historic Preservation Commission) endorsed The Market and Octavia Plan Historic Context Statement on December 19, 2007, and the DPR 523 forms were adopted by the same body on December 17, 2008. The Planning Commission approved the entire Market and Octavia Survey on February 12, 2009. Two years later, the Planning Department hired Kelley & VerPlanck Historical Resources Consulting (Kelley & VerPlanck) to prepare DPR 523 B forms for another 198 previously unevaluated properties within the survey area (Market and Octavia Augmentation Survey).

Four of the five properties on the project site were documented on 523A and B forms in the Market and Octavia Survey and assigned California Historical Resource Status Codes (Status Codes). Those findings are discussed under the discussion of each building on the project site.

### ***Van Ness Auto Row Support Structures Survey***

The Van Ness Auto Row Support Structures Survey, completed in 2010, inventoried and evaluated buildings along Van Ness Avenue and nearby blocks to identify buildings associated with the automobile industry in San Francisco. The survey evaluated buildings directly related to the automobile industry, such as auto showrooms, and included support buildings such as public garages and auto repair shops. The building at 38 Otis Street was included in this survey and found to be a non-contributor to the district. Survey findings for this property are discussed below.

### ***Western SoMa Light Industrial and Residential Historic District***

As part of planning efforts in the South of Market (SoMa) area, an historic resource survey was completed and identified the NRHP-eligible Western SoMa Light Industrial and Residential Historic District. The project site is about 500 feet west of the boundary of the Western SoMa Light Industrial and Residential Historic District. That district extends generally from Mission and Seventh streets to Mission and 11th streets on the north and to Harrison Street to the south.

The district encompasses about 721 properties, of which 478 are identified as contributory.<sup>17</sup> The Western SoMa Light Industrial and Residential Historic District developed primarily between the years 1906 and ca. 1936, and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. Contributors to the Western SoMa Light Industrial and Residential Historic District are mostly light industrial and residential properties, with some commercial properties.

The project site is not within a historic district, and none of the buildings on the project site is a contributor to any locally designated or potential historic districts. The project site is located outside of the National Register of Historic Places (NRHP)-eligible Western SoMa Light Industrial and Residential District, approximately one block west of the district boundary and is not a contributor to the district.

### **Project Site Historic Resources Evaluation**

The project site contains five buildings: 74 12th Street, a former car wash (built 1956); 90-98 12th Street, a former auto repair facility (built 1920); 14-18 Otis Street, a light-industrial loft building (built 1925); 30 Otis Street, a former auto repair facility (built 1931); and 38 Otis Street, an auto repair facility (built 1924). The project site is almost entirely occupied by the footprints of these buildings, with the exception of the storage yard for the auto repair shop at 74 12th Street, which is also paved with no landscaping. As summarized below in Table 4-2, the *historic resources evaluation* prepared by VerPlanck and the Planning Department review form evaluated all of the site buildings and found that the 14-18 Otis Street building was eligible for inclusion on the CRHR and qualifies as a historic resource under CEQA. The evaluation determined that the remainder of the buildings on the project site are not historic resources, and that none of the existing buildings on the project site are contributors to a historic district as defined under CEQA.

The discussion below provides detailed findings for 14-18 Otis Street building and a short discussion of the non-historic buildings on the project site.

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<sup>17</sup> Page & Turnbull. CA DPR 523 D Form, *Western SoMa Light Industrial and Residential Historic District*. March 31, 2009.

**Table 4-2: Historic Architectural Resources Eligibility of Site Buildings**

Building	Date of Construction	Uses/Building Characteristics	Significance
74 12th Street	1956	One-story industrial automotive auto body repair	Not eligible
90–98 12th Street	1920	Retail	Not eligible
14–18 Otis Street	1925	Commercial (office)	CRHR eligible; historic resource for CEQA
30 Otis Street	1931	Industrial/automotive glass repair on first floor; ballet school on second floor	Not eligible
38 Otis Street	1924	Industrial/automotive repair	Not eligible

Source: VerPlanck Historic Preservation Consulting, 2017.

### ***14-18 Otis Street***

#### *Description*

The 14-18 Otis Street building is a three-story, reinforced-concrete, light-industrial loft building with a concrete slab foundation and a flat roof. The building occupies a 50-foot-by-100-foot lot fronting Otis Street and is a classic light-industrial “loft” building, a term referencing multi-story, reinforced-concrete, multi-purpose industrial buildings built in San Francisco from circa 1910 until circa 1930. Industrial loft buildings, designed for maximum flexibility, have open floor plans with few interior supports or partitions.

The building has 50 feet of frontage along Otis Street, its only street exposure. The Otis Street façade is the only one that has any ornament. The Otis Street façade is three stories high finished in smooth stucco with some concrete block infill at the first-floor level. The primary façade is articulated as a grid of horizontal and vertical elements, including fluted Corinthian-order pilasters and slightly recessed spandrel panels that divide the façade into five bays. Aside from the pilasters, the only ornamental features on the primary façade include a band of dentil moldings above the windows on the third-floor level, four gilded cartouches above each of the pilasters, a cement plaster frieze depicting an alternating arrangement of swags and cartouches, and a narrow decorative crest at the parapet coping. In regard to its fenestration, the first-floor level features a historic freight elevator door in the left bay. To the right of it is a non-historic, steel, roll-up door. The third and fourth bays feature remnants of storefronts infilled with concrete block, as well as a non-historic steel door. The storefronts are surmounted by original multi-light metal transoms that match the windows on the upper stories.



The northwest (rear) façade faces the interior of the block and is not visible from any public rights-of-way. It is characterized by painted, board-formed concrete without any applied ornament. Because of the grade change between 14-18 Otis and the adjoining property at 74 12th Street, the first-floor level of the rear façade is partly below-grade without any windows. The second- and third-floor levels are identical, each consisting of two bands of steel industrial windows with operable pivot sashes at the center of each panel. The interior is entirely utilitarian, reflecting the historical light industrial usage (see **Figure 4-2: Photograph of 14-18 Otis Street**).

The building was constructed in early 1925, for the property's owners, John McKee and George Clough as a speculative concrete, factory building. James H. Hjul, an engineer/contractor, designed and built the three-story concrete industrial building at a cost of \$20,000. From 1925 to 1996, various businesses occupied the building, including paper companies, pharmacy dealers, a casket company, and a showroom. Edward Louie, the son of Chinese immigrants, opened the Lotus Fortune Cookie Company in San Francisco's Chinatown in 1946. He relocated his Lotus Fortune Cookie Company into 14-18 Otis Street in 1966. He also operated Giant Horse Printing Company, which printed the paper fortunes, in the building. In 1967, Louie claimed that he had invented the first machine that automated the production of fortune cookies. Evidence from the U.S. Patent Office records demonstrates that a Chicago inventor by the name of Yau Tak Cheung invented the first all-automatic fortune cookie machine in 1963, for which he received a patent in 1966. Louie's earliest patent was not submitted to the U.S. Patent Office until 1974 and he did not receive it until 1976, a decade after Cheung; therefore, Louie's claim is incorrect. The Lotus Fortune Cookie Company and Giant Horse Printing Company occupied most of 14-18 Otis Street from 1966-2005, with the Louie family renting out surplus space in the building to other businesses. The Lotus Fortune Cookie Company closed in 2005.

In 2005, 14-18 Otis Street was sold to HMS Otis, LLC, a subsidiary of Highland Technology, the current occupant of the property. Highland Technology designs and manufactures high-precision electronics.

### *Integrity*

Though it has been remodeled, the bulk of the building's original materials and features remain exposed, including its concrete perimeter walls and ceiling (second floor only), concrete piers and beams, exposed wooden-frame roof (third floor only), freight elevator, and windows. The first floor interior has been entirely built-out with contemporary materials. In addition, a contemporary gypsum-board stair has been constructed on the northeast side of the building. There are also several non-historic glass-enclosed office enclosures on all floor levels.



Photograph 1: Former Lotus Fortune Cookie Co. Factory, primary facade, looking northwest

Source: VerPlanck Historic Preservation Consulting

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FIGURE 4-2: PHOTOGRAPH OF 14-18 OTIS STREET

The building at 14-18 Otis Street retains a high degree of integrity. There are seven aspects used by the CRHR to assess integrity – location, design, setting, materials, workmanship, feeling, and association. No part of the building has ever been moved. Therefore, it retains the aspect of location. Although the building has been remodeled several times, the exterior of the building retains almost all of its original materials with the only exterior changes being the replacement of the original entrance and the infilling of one of the windows on the first-floor level of the primary façade. The building retains the aspects of design, materials and workmanship. Since the building was completed in 1925, many changes have occurred in the surrounding neighborhood with the redevelopment of The Hub area. The block on which the building is located, however, has not changed, and the building retains the aspect of setting or its period of development.

#### *Evaluation*

The Market and Octavia survey found the 14-18 Otis Street building eligible for the CRHR under Criterion 1, for its association with Edward Louie, who was incorrectly reported to have invented the first automatic fortune cookie machine at this site in 1967. As described above, Yau Tak Cheung in Chicago invented the first all-automatic fortune cookie in 1963, patented in 1966. Thus, there is no indication that 14-18 Otis Street was associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. Therefore, 14-18 Otis Street is not eligible for individual listing in the CRHR under Criterion 1.

To be eligible under CRHR Criterion 2, a property must be associated with the lives of persons important to local, California, or national history. Both John McKee, president of the Board of the Mercantile Trust Company and George A. Clough, a powerful corporate attorney and real estate investor, both of whom developed speculative buildings in San Francisco, owned 14-18 Otis Street. However, neither of these individuals occupied the building. In order to be eligible under Criterion 2, a property must also have a tangible association with an important person, meaning that the property must have been where that person made his or her most important contributions. As McKee or Clough never occupied the building, 14-18 Otis Street is not eligible for individual listing in the CRHR under Criterion 2.

To be eligible under CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values. The 14-18 Otis Street building is an excellent and well-preserved example of a light-industrial loft building as expressed in San Francisco during the 1920s. San Francisco's light-industrial loft buildings were designed and built by a relatively small number of architects and engineers, chief among them engineer/contractor James H. Hjul. Many were built on speculation by investors, and as such, they were designed to suit a variety of business types, especially light manufacturing, warehousing, and wholesale showrooms. Light-industrial loft buildings have remained viable for almost a century. In recent years, however, the gradual displacement of industry from San Francisco, coupled with large redevelopment projects, has

resulted in the demolition of dozens of light-industrial loft buildings, especially outside the Western SoMa Light Industrial Historic District,<sup>18</sup> which provides the surviving examples some measure of protection. In addition to being somewhat larger than the typical light-industrial loft building in San Francisco, 14-18 Otis Street displays a simple but relatively high level of design, with its elegant use of Renaissance-Baroque ornamentation.

The well-preserved light-industrial loft building at 14-18 Otis Street appears eligible under Criterion 3 as a structure that embodies the distinctive characteristics of a type, period, and method of construction – in this case three stories, fenestration with multi-light, steel industrial sash windows with operable casement, pivot, or awning sashes, recessed spandrel panels and/or friezes, modest cornices, with historicist decoration, including cartouches, pilasters, or garlands, reinforced-concrete construction with concrete columns, floor, and piers. The 14-18 Otis Street building therefore is eligible for listing in the CRHR under Criterion 3.

Criterion 4 mainly deals with archeological resources not applicable to the current assessment and an evaluation of the building for eligibility under Criterion 4 was not conducted in the historic resource evaluation. The IS/CPE (Appendix A to this EIR) determined that the project would not cause significant adverse impacts to potential archeological resources with implementation of mitigation measures identified in the IS/CPE.

Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 14-18 Otis Street is eligible for individual listing in the CRHR under Criterion 3 at a local level of significance for its architecture. The property is a historical resource for the purposes of CEQA and has been evaluated in accordance with section 15064.5(a)(2) of the CEQA Guidelines, using the criteria outlined in section 5024.1 of the California Public Resources Code.

#### ***74 12th Street, Former Mission-Van Ness Car Wash***

The 74 12th Street building was evaluated as part of the Market and Octavia Survey and appeared ineligible with Page & Turnbull believing the structure dated to circa 1980 and was therefore considered not to be “age-eligible” because it was thought to be less than 45 years of age. However, the evaluation for this EIR found that the building dates from 1956-57 and is approximately 25 years older than the information in the Market and Octavia survey. The building at 74 12th Street, the former Mission-Van Ness Car Wash occupies an irregularly shaped lot measuring 50 feet along 12th Street and extending back between 133 and 158 feet deep to a 20-foot frontage along Chase Court (see **Figure 4-3: Photograph of 74 12th Street**).

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<sup>18</sup> Page & Turnbull. CA DPR 523 D Form, *Western SoMa Light Industrial and Residential Historic District*. March 31, 2009.





**Photograph 1: Former Mission-Van Ness Car Wash, looking southwest from South Van Ness Avenue**

Source: VerPlanck Historic Preservation Consulting

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**FIGURE 4-3: PHOTOGRAPH OF 74 12TH STREET**

The building was constructed in 1956-57 for a car wash. By 1981, it was no longer operating as a car wash and has been occupied by a series of auto mechanics and auto repair facilities.

The 74 12th Street building retains a low degree of integrity. Of the seven aspects used by the CRHR to assess integrity – location, design, setting, materials, workmanship, feeling, and association – the property retains the aspects of location, setting, and materials. Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 72 12th Street is not eligible for individual listing in the CRHR.

#### ***90-98 12th Street, John McKee Building***

The John McKee Building at 90-98 12th Street was evaluated as part of the Market and Octavia Survey and was determined to be ineligible for listing in the CRHR under any of the criteria. The 90-98 12th Street building, now home to A & M Carpets, is a one-story-and-mezzanine, reinforced-concrete, former auto repair facility occupying a 66-foot-by-100-foot parcel at 12th and Otis streets. The building was extensively remodeled in 1946, resulting in its present utilitarian appearance (see **Figure 4-4: Photograph of 90-98 12th Street**).

The building at 90-98 12th Street retains a low degree of integrity. Of the seven aspects used by the CRHR to assess integrity – location, design, setting, materials, workmanship, feeling, and association – the property retains the aspects of location and setting. It does not retain the aspects of design, materials, workmanship, feeling, or association because the 1946 remodel completely removed the building's original Mission Revival ornament, shrank the window openings, and reconfigured the automobile entrances. Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 90-98 12th Street is not eligible for individual listing in the CRHR.

#### ***30 Otis Street, Salta Company Building***

The Market and Octavia Survey determined that the Salta Company Building at 30 Otis Street appears eligible for listing in the CRHR under Criterion 3 (Design/Construction). Upon further investigation, the evaluation herein found that the building would not be eligible for listing in the CRHR.

The 30 Otis Street building is a two-story, reinforced-concrete, light-industrial loft building with a concrete slab foundation and a bowstring-truss roof. The primary Otis Street façade is the only elevation with any architectural ornamentation with a modest amount of Art Deco ornament on the frieze. Overall, the moderately intact building is in good condition (see **Figure 4-5: Photograph of 30 Otis Street**).





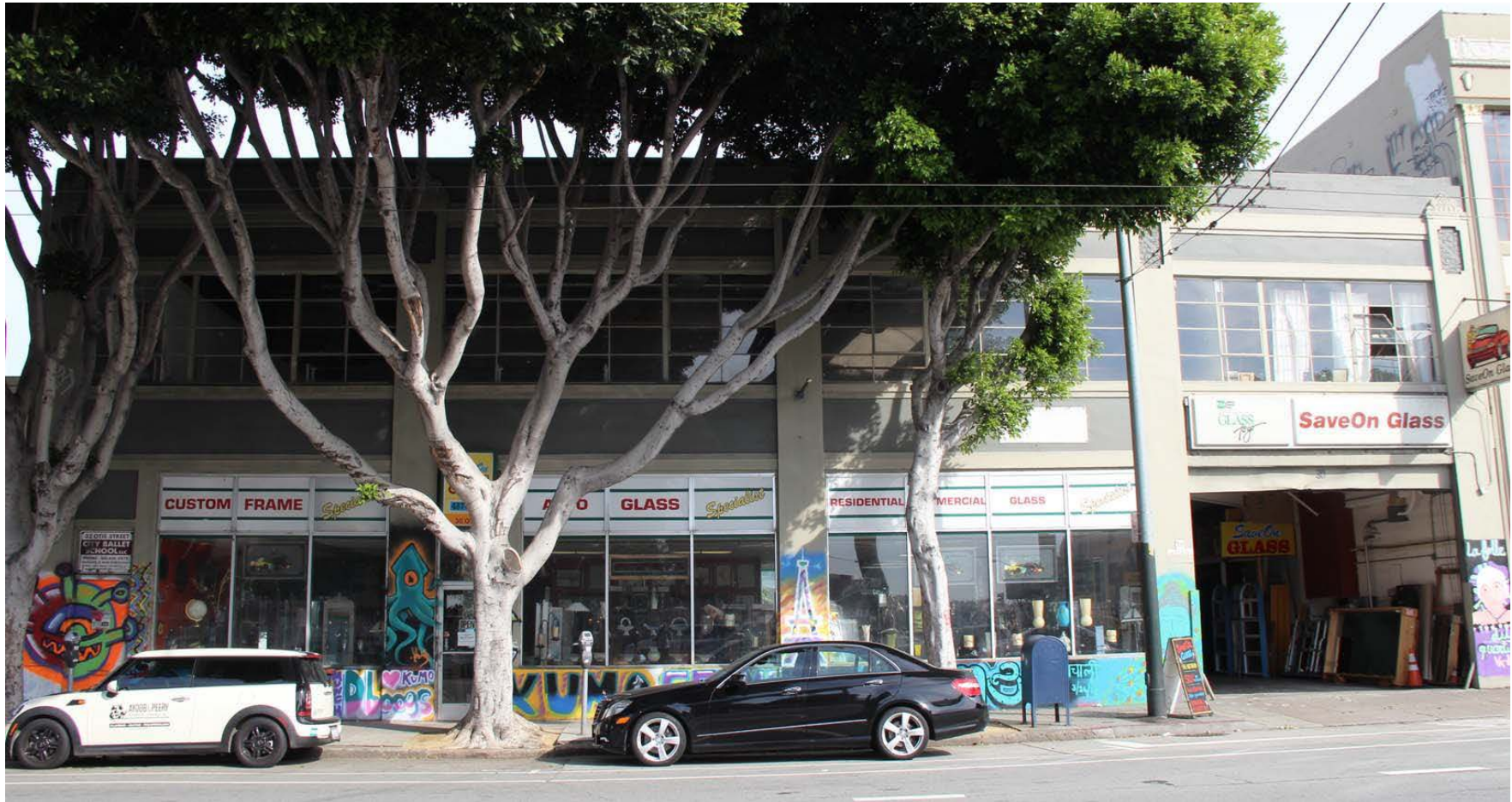
Photograph 1: John McKee Building, overall view

Source: VerPlanck Historic Preservation Consulting

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FIGURE 4-4: PHOTOGRAPH OF 90-98 12TH STREET



Photograph 1: Salta Co. Building, primary facade, looking northwest

Source: VerPlanck Historic Preservation Consulting

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FIGURE 4-5: PHOTOGRAPH OF 30 OTIS STREET



The department's 2006-08 Market and Octavia Survey identified a potential historic district, the South Van Ness Deco-Moderne Historic District, as a potential historic district consisting of 45 properties, including 35 contributors; 30 Otis Street, was identified as a contributor to this potential historic district. However, the South Van Ness Deco-Moderne Historic District was never adopted at the local, state, or national level.

This building's modest structure and low-quality features do not represent the best work produced by the architect, Edmund Denke. In addition, the building is not an exemplary or compelling representative of the light-industrial loft type building, has undergone changes, and the features that remain are of relatively low quality. The building retains a moderate degree of integrity. Of the seven aspects used by the CRHR to assess integrity – location, design, setting, materials, workmanship, feeling, and association – the property retains the aspects of location, setting, workmanship, feeling, and association. It does not retain the aspects of design or materials because nearly all of the fenestration along both street façades has been replaced with large aluminum-frame storefronts. Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 30 Otis Street is not eligible for individual listing in the CRHR.

### ***38 Otis Street, Former Hopkins Auto Repair Shop***

The former Hopkins Auto Repair Shop at 38 Otis was evaluated as part of the Van Ness Auto Row Support Structures Survey and was determined to be ineligible for listing in the CRHR under any of the criteria. The 38 Otis Street building is a one-story, reinforced-concrete auto repair facility with a concrete slab foundation and a bowstring-truss roof. The building was heavily remodeled in 1961, which resulted in the removal of all of its original ornament. Today, the exterior is entirely utilitarian, with the primary façade finished in stucco and the other three façades made of painted, board-formed concrete (see **Figure 4-6: Photograph of 38 Otis Street**).

The 38 Otis Street building retains a low degree of integrity. Of the seven aspects used by the CRHR to assess integrity – location, design, setting, materials, workmanship, feeling, and association – the property retains the aspects of location and setting. It does not retain the aspects of design, materials, workmanship, feeling, or association because the 1961 remodel completely removed the building's original Renaissance-Baroque ornament, giving the building its current utilitarian appearance. Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 38 Otis Street is not eligible for individual listing in the CRHR.



Photograph 1: Former Hopkins Auto Repair Shop, primary facade, looking northwest

Source: VerPlanck Historic Preservation Consulting

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FIGURE 4-6: PHOTOGRAPH OF 38 OTIS STREET

### Nearby Historical Resources

The project site is surrounded by a diverse group of properties in terms of age, styling, use, and size. They consist primarily of early 20th-century mixed-use (residential and commercial) and light industrial buildings as well as more recent mid-rise and high-rise construction. The project site is not located within and the existing buildings are not contributing resources to a historic district. Information regarding individual historic resources in the project vicinity identified on the Planning Department's Property Information Map is discussed below; the location of these buildings is shown on **Figure 4-7: Nearby Historic Resources**.

The 50-52 Otis Street building, which occupies the northwest corner of Otis and Brady streets, is a two-story, concrete industrial loft building constructed in 1920. Though the entrance on Otis Street has been altered, the building otherwise appears to be largely intact. The 50-52 Otis Street building is a potential historic resource because it was formerly home to the Women's Press Project.

Across Otis Street from the project site is a triangular lot at 1600 Mission Street. This property, which is mostly used for surface parking, contains the two-story, Spanish Colonial Revival-style Granfield's Service Station (built 1930). The 1600 Mission Street building is considered a historic resource because it is an excellent and well-preserved example of "roadside" commercial architecture in San Francisco.

Adjacent to the project site along 12th Street is 56-70 12th Street, a three-story, concrete auto showroom and repair facility built in 1912. Designed in the 19th Century Industrial style with Classical Revival ornament, the minimally altered building is a historic resource. Designed by Miller & Colmesnil, it is listed as eligible for the CRHR in the Van Ness Auto Row Support Structures Survey. Further north, the 42 12th Street building, a one-story automotive repair facility built in 1916 and designed in the Renaissance Revival style is a historic resource identified in the Van Ness Auto Row Support Structures Survey.

Directly east of the project site, at 99 South Van Ness Avenue, is a two-story, Art Deco-style industrial building presently used as a self-storage warehouse, historically known as the Recorder Printing Company. The 1563-71 Mission Street building is a five-story, concrete industrial loft building constructed in 1917 that has been remodeled for a healthcare center.



source: City and County of San Francisco, TRC, VerPlanck Historic Preservation Consulting

**Project Site**

**Historic Resources**

0 125 250 500 ft



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**FIGURE 4-7: NEARBY HISTORIC RESOURCES**

Located north and east of the Goodwill Store, at 1500 Mission Street, is the former White Motor Company/Coca Cola Bottling Company plant. Built in 1953, this three-story, Late Moderne-style industrial building is a historic resource. The Goodwill store and most of the former bottling plant were demolished in 2017 to construct a 350-foot-tall residential tower and office building.

### **B.3 Regulatory Framework**

The following subsection describes pertinent laws and regulations regarding the identification and regulation of historic architectural resources.

#### **Federal**

There are no federal laws or regulations that apply to this project, because the project is not federally funded and does not require federal permitting. State and local laws do apply.

#### ***U.S. Secretary of the Interior's Standards for Rehabilitation***

U.S. Secretary of the Interior's Standards for Rehabilitation (rehabilitation standards) have been adopted by local government bodies across the country, including the City and County of San Francisco, for reviewing work to historic properties under local preservation ordinances. Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the rehabilitation standards provide guidance for reviewing work to historic properties.

The rehabilitation standards are a useful analytic tool for understanding and describing the potential impacts of changes to historic resources. Conformance with all ten rehabilitation standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource. Projects that do not comply with the rehabilitation standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines section 15064.5(b).

#### ***National Register of Historic Places***

The NRHP is the nation's master inventory of cultural resources worthy of preservation. It is administered by the National Park Service, which is represented at the state level by the state historic preservation officer. The NRHP includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the federal, state, or local level. Resources that are listed on or have been found by the state historic preservation officer to be eligible to the NRHP are called historic properties. The NRHP includes four evaluative criteria to determine eligibility of a historic property.

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association.

Criteria for the NRHP, specified in the Code of Federal Regulations (CFR), are similar to the CRHR criteria (discussed below), but are lettered a-d (36 CFR Part 60.4). Integrity entails the survival of characteristics or historic fabric that existed during the resource's period of significance; that is, the time it gained its historical importance. Integrity encompasses seven aspects: location, design, materials, workmanship, setting, feeling, and association (PRC section 5024.1(b); 36 CFR Part 60.4). Although there are exceptions, certain kinds of resources are not usually considered for listing in the NRHP: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

## State

### CEQA

CEQA defines a "historical resource" as a resource that is listed in, or determined eligible for listing in, the CRHR. A resource is presumed a historical resource, absent evidence to the contrary, if it is identified as significant in a local register of historical resources or identified in a historical resources survey meeting state requirements. Finally, a lead agency may determine that a resource is a historical resource based on other information. CEQA states that it is the policy of the State of California to "take all action necessary to provide the people of this state with...historic environmental qualities...and preserve for future generations examples of the major periods of California history."<sup>19</sup> Under the provisions of CEQA, "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."<sup>20</sup> CEQA thus requires that historical resources be taken into consideration during the planning process.<sup>21</sup> If feasible, adverse effects to the significance of historical resources must be avoided, or the effects mitigated.<sup>22</sup>

CEQA Guidelines section 15064.5(a) defines a "historical resource" as a resource which meets one or more of the following criteria:

- Listed in, or determined eligible for listing in, the CRHR by the State Historical Resources Commission;
- Listed in a local register of historical resources, as defined in PRC section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1(g);

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<sup>19</sup> PRC section 21001(b), (c).

<sup>20</sup> CCR 14(3) section 15064.5(b).

<sup>21</sup> CCR 14(3) section 15064.5; PRC section 21083.2.

<sup>22</sup> CCR 14(3) section 15064.5(b)(4).

- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California; or
- Determined to be a historical resource by a project's lead agency.<sup>23</sup>

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources."<sup>24</sup>

### *California Register of Historical Resources*

The CRHR is an inventory of significant architectural, archeological, and historical resources in the State of California. It is administered by the California Office of Historic Preservation. Resources can be listed in the CRHR through a number of methods. Properties listed on or eligible for listing in the NRHP are automatically listed in the CRHR, as are all State Historical Landmarks designated after 1961 and certain others.<sup>25</sup> These resources are considered historical resources by the Planning Department for the purposes of CEQA. The evaluative criteria used by the CRHR for determining eligibility closely parallels those criteria developed by the National Park Service for the NRHP, but includes relevance to California history. In order for a property to be eligible for listing in the CRHR, it must meet one or more of the following criteria:

- Criterion 1 (Event): Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (Person): Is associated with the lives of persons important to local, California, or national history;
- Criterion 3 (Design/Construction): Embodies the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or
- Criterion 4 (Information Potential): Has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

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<sup>23</sup> CCR 14(3) section 15064.5(a).

<sup>24</sup> CCR 14(3) section 15064.5(a)(3).

<sup>25</sup> The National Register is the official federal list of buildings and sites of local, state, or national importance. Its eligibility criteria are substantially similar to those of the California Register (labeled A through D rather than 1 through 4). Because California Register listing or eligibility determines CEQA historical resource status, and because a property formally determined eligible for, or listed in, the National Register is automatically listed in the California Register, the National Register is not discussed further.

A resource must also retain sufficient integrity to be eligible for listing. As discussed above, integrity is the ability of a property to convey its historic significance, and is judged on seven characteristics: location, design, setting, workmanship, materials, feeling, and association.

### ***California Office of Historic Preservation***

The State of California implements the National Historic Preservation Act (NHPA) through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation is an office of the California Department of Parks and Recreation, and implements the policies of the NHPA on a statewide level. The Office of Historic Preservation also maintains the California Historical Resources Inventory. The State Historic Preservation Officer is an appointed official who implements historic preservation programs in the state's jurisdiction, and is housed at the California Office of Historic Preservation.

The Office of Historic Preservation maintains, in conjunction with nine regional information centers, the California Historical Resources Information System, which includes information on properties evaluated for CRHR eligibility. Evaluated resources are assigned California Historical Resource Status Codes ranging from "1" to "7." Properties with a status code of "1" are listed in the CRHR or NRHP. Properties with a status code of "2" have been formally determined eligible for listing in the CRHR or NRHP. Properties with a status code of "3" or "4" appear to be eligible for listing in either register, while properties with a status code of "5" are typically of local importance. Status codes of "6" indicate that the property has been found ineligible for listing in any register and a status code of "7" indicates that the property has not yet been evaluated.

## **San Francisco**

### ***San Francisco General Plan***

The draft Preservation Element of the San Francisco General Plan, which contains objectives and policies that promote the protection and preservation of historic architectural resources, was published in 2007, but has not been formally adopted. However, the City of San Francisco's commitment to historic preservation is codified generally in section 101.1 of the Planning Code, which sets forth eight Priority Policies, including Policy 7, which requires that landmarks and historic buildings be preserved, and further states: "The purpose of the Preservation Element of the San Francisco General Plan is to provide background information related to historic preservation and to outline a comprehensive set of objectives and policies for the preservation and enhancement of San Francisco's historic resources. Historic resources include buildings, sites, structures, cultural landscapes, districts, and objects that are historically and/or archaeologically significant."

The San Francisco General Plan Urban Design Element addresses historic preservation and includes the following policies:



Policy 2.4: Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Other General Plan objectives and policies applicable to historic preservation include the following from the Urban Design Element:

- Objective 2: Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.
- Policy 2.5: Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.
- Policy 2.6: Respect the character of older development nearby in the design of new buildings.

#### ***Market and Octavia Area Plan***

The Market and Octavia Area Plan of the *San Francisco General Plan*, contains the following objectives and supporting policies that address historic preservation:

- Objective 3.2: Promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past.
- Policy 3.2.5: Preserve landmark and other buildings of historic value as invaluable neighborhood assets.
- Policy 3.2.6: Encourage rehabilitation and adaptive reuse of historic buildings and resources.
- Policy 3.2.8: Protect and preserve groupings of cultural resources that have integrity, convey a period of significance, and are given recognition as groupings through the creation of historic or conservation districts.
- Policy 3.2.9: Preserve resources in identified historic districts.
- Policy 3.2.11: Ensure that changes in the built environment respect the historic character and cultural heritage of the area, and that resource sustainability is supported.
- Policy 3.2.12: Encourage new building design that respects the character of nearby older development.
- Policy 3.2.14: Apply the “Secretary of the Interior’s Standards for the Treatment of Historic Properties” for all projects that affect individually designated buildings at the local, state, or national level.

- Policy 3.2.16: Preserve the cultural and socioeconomic diversity of the plan area through preservation of historic resources.
- Policy 3.2.17: To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration.

### *Accountable Planning Initiative*

As set forth in Section B.4 of Chapter 3, Plans and Policies, of this EIR, the Accountable Planning Initiative (Proposition M of 1986) added eight priority policies to the Planning Code and to the preamble to the General Plan that "shall be the basis upon which inconsistencies in the General Plan are resolved" (Planning Code section 101.1). Priority policy 7 is "that landmarks and historic buildings be preserved."

## **B.4 Impacts and Mitigation Measures**

### **Significance Threshold**

For purposes of this EIR, the proposed project would have a significant impact with respect to historical architectural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code.

A "substantial adverse change" is defined by CEQA Guidelines section 15064.5 as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." The significance of a historical resource is "materially impaired," according to CEQA Guidelines section 15064.5(b)(2), when a project "demolishes or materially alters in an adverse manner those physical characteristics" of the resource that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C. Convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

In general, a project that would comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, including the *Standards for Rehabilitation (Secretary's Standards)* is considered to have mitigated its impact to a less-than-significant level (CEQA Guidelines section 15064.5[b][3]). The *Secretary's Standards* are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

CEQA Guidelines section 15126.4(b)(2) states that, "In some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur." In such cases, the demolition or substantial alteration of a historical resource would remain a significant and

unavoidable impact on the environment even after the historical documentation has been completed.

Fragile structures, especially older masonry structures, can be damaged by vibration. For construction-generated vibration impacts, the Federal Transit Administration (FTA) has developed criteria for judging the significance of vibration produced by construction equipment. The FTA establishes the following standards to prevent architectural damage: (1) 0.5 inch/second peak particle velocity for reinforced concrete, steel, or timber (no plaster) construction and (2) 0.2 inch/second peak particle velocity for fragile buildings (i.e., non-engineered timber or masonry structures).<sup>26,27</sup> These criteria are used as the thresholds of significance for vibration impacts in this EIR.

### Approach to Analysis

As discussed in Environmental Setting above, the 14-18 Otis Street building on the project site appears individually eligible for listing in the CRHR under Criterion 3 (Architecture) as a fine example of an early 20th Century light-industrial building in San Francisco.

Potential impacts on historical architectural resources are assessed by determining whether the proposed project would affect any such resources that have been defined as historical resources for the purposes of CEQA. Once a resource has been identified as significant, it must be determined whether the project would cause a “substantial adverse change” that materially impairs the significance of the resource. Material impairment occurs when there is demolition or alteration of the resource’s physical characteristics that convey its historical significance and that justify its inclusion in the CRHR or other applicable listing. Mitigation for effects on historical architectural resources may involve avoidance of the resource, revision of a proposed project to minimize the effect, or, where avoidance or minimization is not feasible, documentation of the resource. As noted above, documentation may not reduce effects on a historical architectural resource to a less-than-significant level.

### Approach to Cumulative Analysis

The cumulative analysis for the proposed project focuses on potential impacts to identified historic districts, if the project is within, or is a contributor to, an identified district. With respect to vibration impacts on historic resources, the cumulative approach includes cumulative development projects in the vicinity that would have the potential to generate vibration that could potentially cause structural damage to the adjacent historic resource.

<sup>26</sup> FTA, Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment*, May 2006. Available at [http://www.hmmh.com/cmsdocuments/FTA\\_cover\\_sec01.pdf](http://www.hmmh.com/cmsdocuments/FTA_cover_sec01.pdf), accessed on February 23, 2018; see Table 12-3, pp. 12–13. Although part of a larger manual that primarily assesses noise and vibration from transit operations, the FTA construction vibration standards are generally relevant to any construction project using heavy equipment.

<sup>27</sup> The peak particle velocity—the maximum instantaneous peak of the vibration signal in inches per second (in/sec)—is most frequently used to describe vibration impacts to buildings.

## Project Impacts

**Impact CR-1** The proposed project would demolish the 14-18 Otis Street building and cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. (*Significant and unavoidable with mitigation*)

The proposed project would demolish the 14-18 Otis Street building. As discussed, the building at 14-18 Otis Street is individually eligible for listing in the CRHR under Criterion 3 (Architecture) as a fine example of an early 20<sup>th</sup>-Century light-industrial building in San Francisco. The 14-18 Otis Street building was designed with utility and flexibility to suit a variety of business types, especially light manufacturing, warehousing and wholesale showrooms, and displays a simple but relatively high level of design. Demolition of 14-18 Otis Street would materially impair the significance of the historic resource causing a substantial adverse impact on the individual historic resource and thus would be considered a significant impact under CEQA.

Implementation of the following mitigation measures would lessen the impact of the proposed demolition of 14-18 Otis Street. However, these mitigation measures would not reduce this impact to a less-than-significant level and impacts would remain significant and unavoidable.

### Mitigation Measure M-CR-1a: Documentation of the Historic Resource

Prior to the issuance of demolition or site permits, the project sponsor shall undertake Historic American Building Survey (HABS) documentation of the building, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:

- **Measured Drawings:** A set of measured drawings that depict the existing size, scale, and dimension of the building. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;
- **HABS-Level Photography:** Digital photographs of the interior and the exterior of building. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and

- HABS Historical Report: A written historical narrative and report, per HABS Historical Report Guidelines.

The professional shall prepare the documentation and submit it for review and approval by the planning department's preservation specialist prior to the issuance of demolition or site permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

#### **Mitigation Measure M-CR-1b: Interpretation of the Historic Resource**

The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 14-18 Otis Street building and its operation during the period of significance. Interpretation of the site's history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards. The interpretative materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians.

A proposal describing the general parameters of the interpretive program shall be approved by the Planning Department Preservation staff prior to issuance of a site permit. The content, media, and other characteristics of such interpretive display shall be approved by the Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.

#### **Mitigation Measure M-CR-1c: Video Recordation of the Historic Resource**

Video recordation shall be undertaken prior to the issuance of demolition or site permits. The project sponsor shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the History Room of the San Francisco Public Library, San Francisco Architectural Heritage, Northwest Information Center of the California Historical Information Resource System.

**Impact CR-2 The proposed project could cause a substantial adverse change in the significance of individual off-site historic resources or historic districts. (*Less than significant with mitigation*)**

There are no historic districts to which the existing buildings on the project site are considered contributors. There are seven CRHR-eligible individual historic resources within a one-block radius of the project site (see **Figure 4-7: Nearby Historic Resources, p. 4-26**). The demolition of the five buildings on the project site and the construction of the proposed project may indirectly affect these individual off-site resources by altering the existing visual setting. However, the overall integrity of these resources would not be affected by the proposed project. The impact of the proposed project on any of these individually eligible resources is very low, due to their noncontiguous arrangement, their distance from the proposed project, and the mixed typology of other extant buildings between these resources and the proposed project. The project area is characterized by a mix of residential, automotive, and commercial uses, so the introduction of a residential over commercial building does not bring an incongruous use to the area. Therefore, the proposed project would not affect the ability of any of these identified individual historic resources to convey their historic significance or their ability to be listed in the CRHR. Therefore, implementation of the proposed project would not result in a substantial adverse change in the significance of adjacent historical resources, and the impact would be less than significant.

Construction activity can generate vibration that can potentially cause structural damage to adjacent and nearby buildings. As discussed in Section 2, Project Description, p. 2-23, construction of the proposed project would involve demolition, excavation, and building construction activities; however, it would not involve the use of construction equipment that would result in substantial groundborne vibration such as pile driving or blasting. The use of standard construction equipment is not expected to result in substantial groundborne vibration that would affect the architectural integrity of off-site historic structures. However, because construction activity would occur immediately adjacent to the historic resource at 56-70 12<sup>th</sup> Street, construction vibration could adversely affect this resource, which would be a significant impact. Implementation of **Mitigation Measure M-CR-2, Vibration Monitoring Program for Adjacent Historical Resource**, would reduce construction-related impacts on the adjacent historic architectural resource to a less-than-significant level.

Typically, groundborne vibration generated by construction activities attenuates rapidly with distance from the source of the vibration. As no other historic resources are closer to the project site than approximately 60 feet and no pile driving is proposed, construction-generated vibration effects on other nearby historic resources would be less than significant.

**Mitigation Measure M-CR-2: Vibration Monitoring Program for Adjacent Historical Resource**

The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment of the adjacent individual historic resource at 56-70 12th Street.

Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.

The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsors shall implement, a Vibration Management and Monitoring Plan to protect the adjacent historic building against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.2 inch per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The Vibration Management and Monitoring Plan shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The Vibration Management and Monitoring Plan shall be submitted to Planning Department Preservation staff prior to issuance of any demolition or construction permits.

Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code



standards. A final report on the vibration monitoring shall be submitted to Planning Department Preservation staff prior to the issuance of a Certificate of Occupancy.

### Cumulative Impacts

**Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity would not result in a significant cumulative impact to historic architectural resources. (*Less than significant*)**

The geographic scope, or cumulative study area, for cumulative historic architectural resource impacts includes the project site and the areas within the Market and Octavia Area Plan Historic Survey and the Van Ness Auto Row Support Structures Survey, which evaluated historic resources on the project site and historic resources in the project vicinity. The project site is about 500 feet west of the boundary of the Western SoMa Light Industrial and Residential Historic District, at the corner of Mission and 11th streets. That district extends generally to Mission and Seventh streets and to the south to properties on Harrison Street. The district encompasses about 721 properties, of which 478 are identified as contributory.<sup>28</sup>

The buildings on the project site are not within, nor do they contribute to any historic district. Therefore, the demolition of the five buildings on the project site, including the 14-18 Otis Street building, would not result in a cumulative impact on the integrity of the survey areas and district noted above. While the 14-18 Otis Street building is considered a fine example of an early 20th Century light-industrial building in San Francisco, its demolition, outside the boundaries of the large the Western SoMa Light Industrial and Residential Historic District, would not affect the integrity of that district.

Of the cumulative development projects in the vicinity, the proposed 1629 Market Street project is immediately adjacent to the historic resource at 56-70 12th Street. Construction equipment for the 1629 Market Street project would also generate vibration that could potentially cause structural damage to the 56-70 12th Street building. If construction of the proposed project and the 1629 Market Street project were to occur simultaneously, a significant cumulative impact on the adjacent historic resource could result. However, with implementation of Mitigation Measure M-CR-2, Vibration Monitoring Program for Adjacent Historical Resource, the project's contribution to cumulative construction-related impacts on the adjacent historic architectural resource would not be considerable, and the impact would be less than significant.

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<sup>28</sup> Page & Turnbull. CA DPR 523 D Form, Western SoMa Light Industrial and Residential Historic District. March 31, 2009.

## C. CONSTRUCTION-RELATED TRANSPORTATION AND CIRCULATION

### C.1 Introduction

This section summarizes and incorporates by reference the results of the *Transportation Impact Study (TIS)* and a *Supplemental Memorandum* to the TIS prepared by the transportation consultant for the proposed project in accordance with the Planning Department 2002 Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines 2002).<sup>29</sup> The transportation analysis presented in the TIS examines project impacts on vehicle miles traveled, traffic hazards, transit, pedestrians, bicycles, loading, and emergency vehicle access. These transportation subtopics are considered in the discussions of existing conditions, existing-plus-project conditions, and year 2040 cumulative conditions. The TIS also includes a parking demand analysis, presented for informational purposes. The 30 Otis Street IS/CPE, published on February 9, 2018, determined, on the basis of the TIS and Supplemental Memo, that the project would have a less-than-significant impact on all transportation topics, with the exception of construction activities (see Appendix A). Therefore, this section focuses on the impacts generated by the project's construction activities.

### C.2 Environmental Setting

#### Roadway Network

Primary access to the project site is provided via the streets immediately adjacent to 30 Otis Street, including Otis Street, 12th Street, and South Van Ness Avenue. Otis Street is a one-way street that runs westbound, with four travel lanes, a *class 2* bicycle lane, permitted parking on both sides of the street, and a San Francisco Municipal Railway (Muni) stop serving routes 14 Mission and 49 Van Ness/Mission at the corner of Otis Street and South Van Ness Avenue. Twelfth Street is a local-serving, north-south roadway, with permitted parking and one travel lane in each direction. South Van Ness Avenue is a major north-south arterial that serves as U.S. 101 adjacent to the project site. South Van Ness Avenue has two travel lanes in each direction, metered parking on both sides of the street, and a construction zone in the median for the Van Ness Bus Rapid Transit (BRT) project. Alleyways such as Colton Street, Colusa Place, Chase Court, and Stevenson Street provide two-way travel to the interior of the block. Colusa Place and Chase Court are adjacent to the project site and provide secondary access to the site.

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<sup>29</sup> Fehr & Peers, *30 Otis Street Transportation Impact Study*, Case No. 2015-010013ENV, January 2018, and 30 Otis Street Transportation Assessment: 12<sup>th</sup> Street Variant Supplemental Memorandum, February 2018.

### Transit Network

Muni provides public transit service to the project site. The 14 Mission and 49 Van Ness/Mission routes stop at the southeast corner of the project site on Otis Street, as shown on **Figure 4-8: Existing Site Plan, p. 4-42**. The 14R Mission Rapid travels on Otis Street but does not currently serve that bus stop. All three routes provide service every eight minutes during the a.m. and p.m. peak periods, for a total of 24 total buses stopping adjacent to the project site during those peak periods. The 14 Mission provides 24-hour service; the 14R Mission Rapid operates from 6 a.m. – 7 p.m. and the 49 Van Ness/Mission operates from 6 a.m. – 1 a.m. The 47 Van Ness also travels along South Van Ness Avenue, with the nearest stops located a block to the northeast of the project site.

### Walking/Accessibility

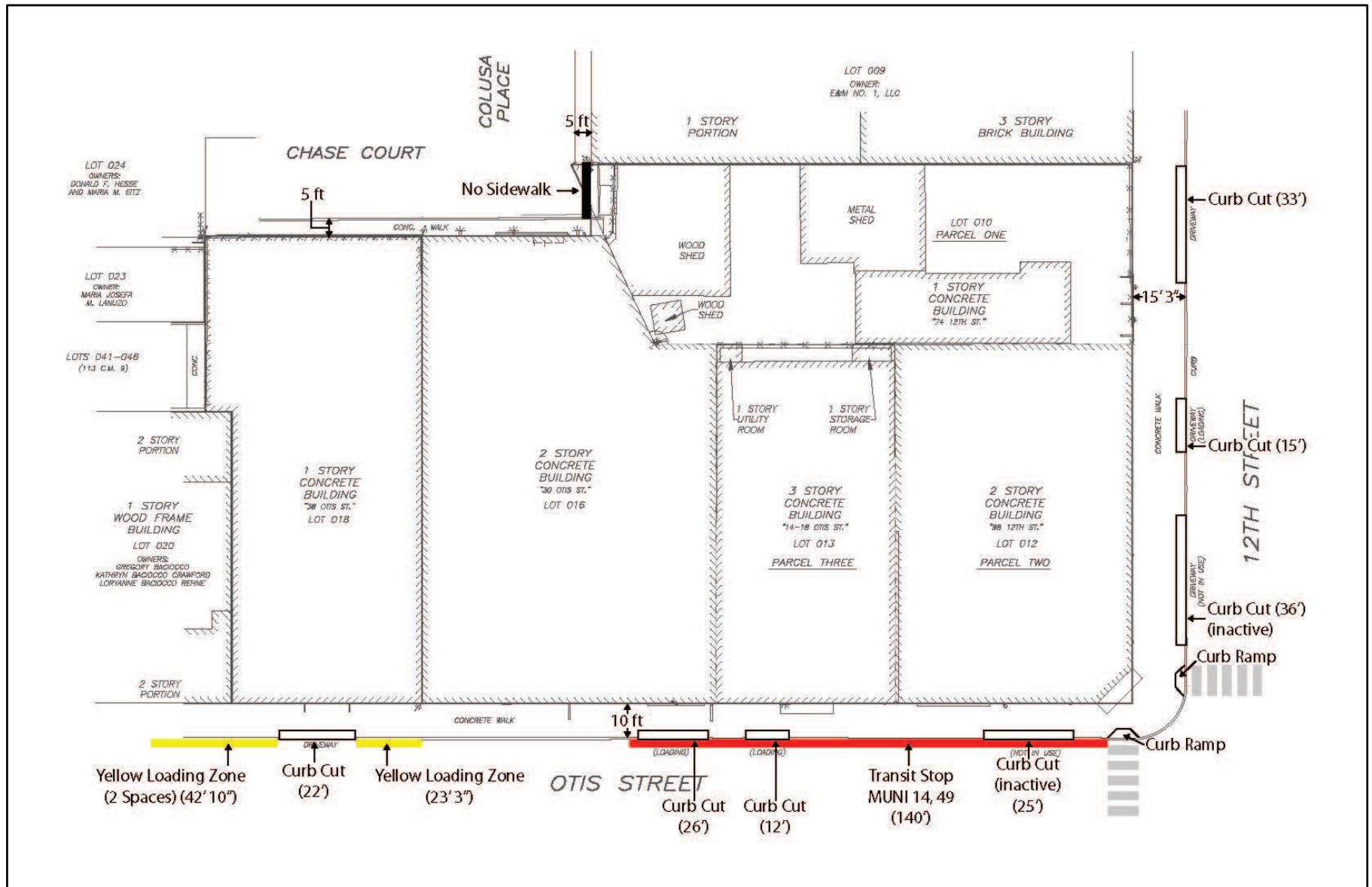
Sidewalks are present on all frontages along the project site as shown on **Figure 4-8: Existing Site Plan, below**. Additional pedestrian amenities such as continental crosswalks and curb ramps are also present at the adjacent signalized intersection of South Van Ness Avenue/12th Street/Otis Street.

During field observations, pedestrian activity along the Otis Street frontage was moderate (pedestrian counts from March 2015, showed that approximately 290 pedestrians crossed at the northwest corner of Otis Street/12th Street/South Van Ness Avenue during the p.m. peak hour). The sidewalk was observed to operate at generally unconstrained conditions, and there were no observed pedestrian conflicts with vehicles entering the driveways or traveling on Otis or 12th streets adjacent to the project site.

### Bicycle Facilities

Bicycle facilities consist of bicycle roadway markings, bicycle lanes, and multi-use trails or paths. They are grouped into the following four categories.

- **Class I** facilities provide a completely separated right-of-way for the exclusive use of bicyclists and pedestrians with cross-flow minimized. Class I facilities consist of off-street bicycle paths that are generally shared with pedestrians. Class I facilities may be adjacent to an existing roadway or may be entirely independent of existing vehicular facilities.
- **Class II** facilities provide a striped lane for one-way travel on a street or highway. Class II facilities consist of striped bicycle lanes on roadways. These facilities reserve a minimum of 4–5 feet of space for bicycle traffic.
- **Class III** facilities provide for shared use with motor vehicle traffic. Class III facilities consist of designated and signed bicycle routes where bicyclists share the roadway with vehicles. They may or may not be marked with “*sharrows*,” and they are usually signed.



Source: Fehr & Peers

### 30 Otis Street Project

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FIGURE 4-8: EXISTING SITE PLAN

- **Class IV** facilities provide a separated bikeway for the exclusive use of bicycles and include a separation between the bikeway and through vehicular traffic. This separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Otis Street, adjacent to the project site, has a class II bicycle lane in the westbound direction. This bicycle lane is a part of the McCoppin Street Connector that runs from South Van Ness Avenue to Valencia Street via Otis and McCoppin streets. During field observations, bicycle activity along the Otis Street frontage was moderate (bicycle counts from March 2015 showed approximately 90 bicycles traveling westbound on Otis Street during the p.m. peak hour). Twelfth Street, fronting the east edge of the project site, is a low-speed, low-traffic street with a direct connection to Market Street. Market Street, which provides bicycle access to the Financial District and SoMa to the northeast and the Castro to the southwest, has *class 2* bicycle lanes on both sides of the street that are separated from vehicle traffic with a painted buffer, as well as plastic bollards in some sections.

### C.3 Regulatory Framework

Construction effects on transportation conditions are subject to oversight by City agencies, to minimize the impacts on traffic and other modes of travel. The City's Transportation Advisory Staff Committee (TASC), which consists of representatives from the Fire Department, Police Department, SFMTA Traffic Engineering Division, and San Francisco Public Works, reviews and approves lane and sidewalk closures or diversions. TASC meets twice per month to discuss proposed legislation and street changes prior to public hearings before the SFMTA Board of Directors to be considered for approval. TASC provides a regular forum for key agencies to review and comment on proposed changes to the public right-of-way. Projects reviewed at TASC include all proposed permanent street change, such as lane modifications, bicycle lanes, stop sign installation, sidewalk bulb-outs, transit-only lanes, and similar projects. TASC recommendations are given on an advisory basis. When providing recommendations for proposed projects, TASC considers emergency access, public safety, impacts to transit service and traffic circulation, and other potential transportation-related effects.

In addition, the City requires project contractors to follow "Regulations for Working in San Francisco Streets" (the Blue Book), including required permits for working in or modifying the public right-of-way. The project sponsor and/or contractor would be required to meet with the TASC to present their Construction Management Plan, which would determine feasible measures to reduce traffic impacts, disruption to transit services, and impacts to pedestrian or bicycle circulation during construction of individual development projects.

## C.4 Impacts and Mitigation Measures

### Significance Criteria

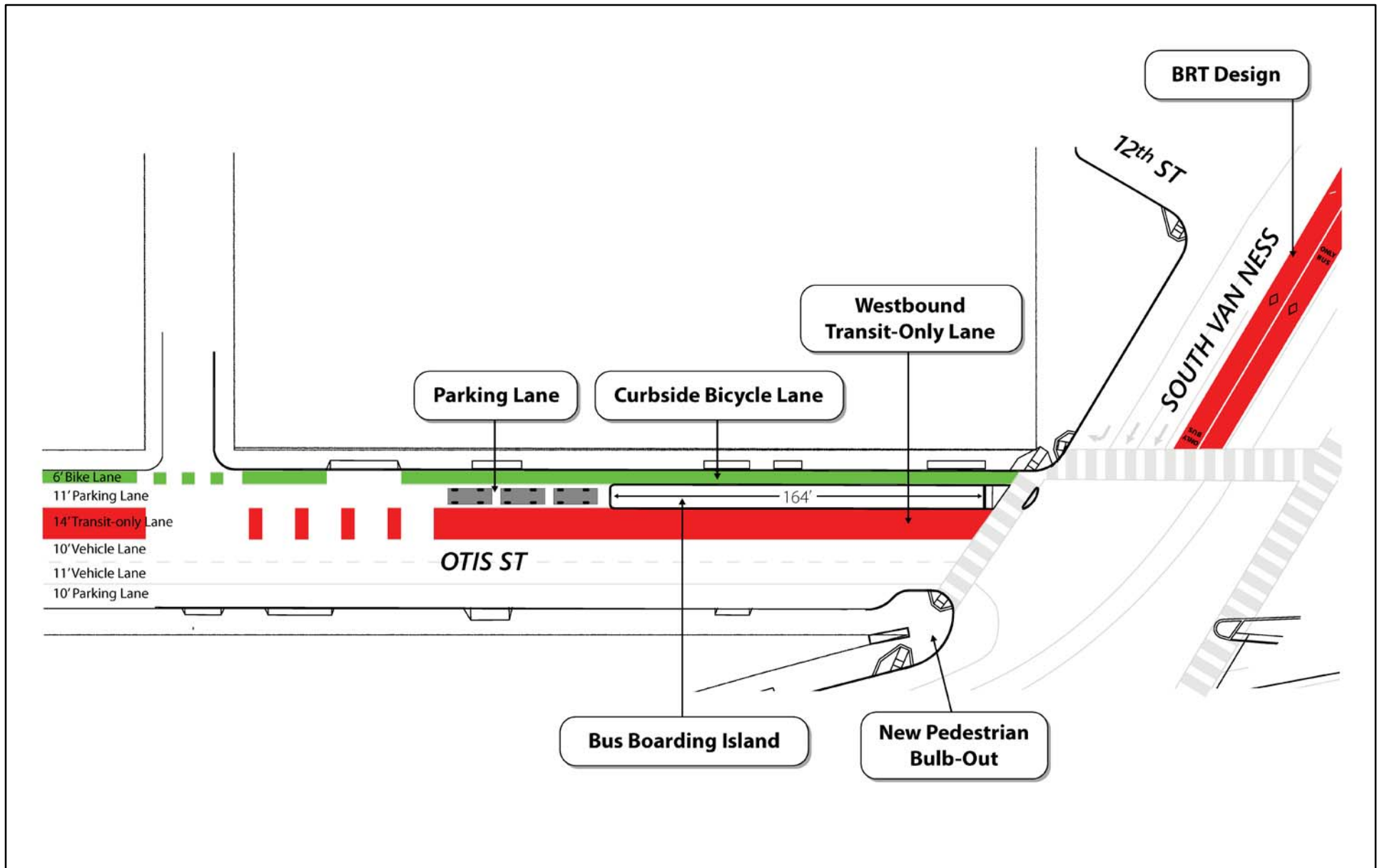
The proposed project would have a significant effect on the environment during construction if, in consideration of the project site location, the duration and magnitude of construction activities, and other relevant project characteristics, project construction would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions or substantial increase in delays to transit.

### Approach to Analysis

As described previously, the 30 Otis Street IS/CPE determined, on the basis of the TIS and Supplemental Memo, that the proposed project would not result in significant impacts that were not identified in the Market and Octavia PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Market and Octavia PEIR, with the exception of construction activities. The results of the transportation impact analysis include the travel demand assessment and the project and cumulative related-impact assessment associated with vehicle miles traveled, traffic hazards, transit, pedestrians, bicycles, loading, and emergency vehicle access. Therefore, the impact analysis presented within this section focus on the project's construction activities.

### *Future Baseline Conditions*

Due to the impending implementation of nearby projects that would affect the transportation environment near the project site, future baseline conditions were established for the transportation analysis. An existing-plus-project transportation analysis would not accurately reflect the conditions that will exist at the time the project's impacts would actually occur, as the future conditions at the time the proposed project would include nearby projects under construction. This future baseline scenario includes changes in the project site vicinity from implementation of the Van Ness Bus Rapid Transit (BRT) and the Muni Forward projects, described below. These approved transportation projects will result in changes to traffic lanes, bicycle lanes, and boarding islands in the project vicinity. **Figure 4-9: 30 Otis Frontage – Future Baseline Condition**, depicts those changes at the project site.



source: Fehr & Peers

X:\SF Planning Dept\30 Otis St.mxd\Figure 4-9: 30 Otis Frontage - Future Baseline Conditions.mxd 6/5/2018

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**FIGURE 4-9: 30 OTIS FRONTAGE - FUTURE BASELINE CONDITIONS**

### *Van Ness BRT Project*

San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved a Locally Preferred Alternative for the Van Ness BRT project in May/June 2012. The Locally Preferred Alternative includes dedicated center-running bus lanes separated from traffic on Van Ness Avenue and South Van Ness Avenue between Mission Street and Lombard Street, which will be used by Muni Routes 49 Van Ness/Mission and 47 Van Ness, as well as by Golden Gate Transit. Additionally, most left turns will be eliminated, and transit signal priority and optimization will be implemented with the aim of reducing bus travel time along the corridor by as much as a third. New pedestrian and streetscape improvements, such as intersection bulb-outs, will also be implemented throughout the corridor. The project includes a reduction from six automobile lanes to four throughout the corridor.

The Federal Transit Administration issued a Record of Decision in December 2013 determining that environmental review requirements have been met. In November 2014, the SFMTA completed 65-percent designs for the project and the SFMTA Board legislated the traffic, transit, and parking changes necessary for the project. Van Ness BRT construction began in October 2016, with BRT service expected to begin on the Van Ness Avenue corridor in 2021.<sup>30</sup>

In the vicinity of the proposed project, the Van Ness BRT project replaced the two median automobile travel lanes (closed in 2017) with bus-only lanes on South Van Ness Avenue between Market and Mission streets. Farside center boarding island stops will be constructed in each direction at the intersection of Market Street and Van Ness Avenue. The Van Ness BRT project will also realign 12th Street to intersect with South Van Ness Avenue at 90 degrees, which will result in the creation of a space to the southeast of this repositioned intersection. The proposed project would develop the “12th Street Plaza” with the movement of curb lines planned for the Van Ness BRT project. The Van Ness BRT project will also create a dedicated right-turn pocket on southbound South Van Ness Avenue onto Otis Street, approximately 200 feet long; there is currently a shared through/right lane in the curbside lane. The project will remove on-street parking along both sides of South Van Ness Avenue between Market Street and Mission Street. The project will also widen the sidewalk along the east side of Van Ness Avenue between Market Street and Mission Street (see **Figure 4-9: 30 Otis Frontage – Future Baseline Condition, p. 4-45**).

### *Muni Forward*

In March 2014, the SFMTA Board of Directors approved a set of recommendations designed to make Muni service more reliable, quicker, and more frequent. The recommendations emerged from the Muni Forward Program, a review of the City’s public transit system. These recommendations include new routes and route extensions, service-related capital

<sup>30</sup> Most recent project information available at <http://www.sfcta.org/delivering-transportation-projects/van-ness-avenue-bus-rapid-transit-home>, accessed February 26, 2018.



improvements, more service on busy routes, designation of rapid transit routes, travel time reduction proposals on the rapid transit routes, and elimination or consolidation of certain routes or route segments with low ridership. As of August 2017, many of these improvements have been implemented and the Muni Forward Implementation Strategy anticipates that the service improvements will continue to be implemented through to 2020. Muni Forward changes to the 14 Mission/14R Mission Rapid routes that are approved and funded include converting the 14 Mission route from trolley service to motor coach service and 14R Mission Rapid from motor coach service to trolley service. Engineering improvements for these routes are described below.

As part of Muni Forward, the SFMTA is implementing transit priority and traffic improvements along Mission Street between 11th and Randall streets (Travel Time Reduction Protocol (TTRP)-14 Mission Rapid Project). The 14R Mission Rapid Project will be implemented in two phases. The first phase was completed in 2016. It included red transit-only lanes, turn restrictions, and required right turns on Mission Street from 14th Street to 30th Street. The following changes will occur in the vicinity of the project site during the second phase, which is scheduled for mid-2018.<sup>31</sup>

- Construction of a westbound transit-only lane to replace an automobile travel lane on Mission Street from 11th Street to South Van Ness Avenue and on Otis Street between South Van Ness Avenue and Duboce Street.
- Construction of an eastbound transit-only lane on Mission Street between Duboce Street and South Van Ness Avenue.
- Removal of the left-turn lane and addition of a new right-turn pocket on westbound Mission Street at South Van Ness Avenue.
- Construction of a farside bus-boarding island on westbound Otis Street at South Van Ness Avenue.<sup>32</sup> The island will be approximately 160 feet long and positioned 6 feet from the north sidewalk to allow the bicycle lane to run channelized between the island and the north sidewalk, along the project frontage. This bus stop will serve as an additional westbound 14R Mission stop.
- Construction of a new eastbound 14R bus stop located on Mission Street just east of South Van Ness Avenue.
- Construction of new pedestrian bulbs at the northeast corner of the Mission Street/South Van Ness Avenue intersection and on the west side of the intersection between westbound Otis Street and eastbound Mission Street.

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<sup>31</sup> Overall timing for these improvements was based on SFMTA staff comments during meeting with Planning Department and SFMTA, October 25, 2017. The construction timing for the farside bus-boarding island on westbound Otis Street at South Van Ness Avenue is expected to occur between August and September 2018, per the email from Carli Paine, SFMTA, April 11, 2018.

<sup>32</sup> Farside bus stops are located immediately after an intersection, allowing the bus to travel through the intersection before stopping.

- New pedestrian refuge island on the east leg of Mission Street at South Van Ness Avenue to facilitate a two-stage pedestrian crossing. There is currently a median, but no refuge island.
- Conversion of the class III bicycle facility (sharrows) on the westbound Mission Street approach at South Van Ness to a class II bicycle facility.
- Conversion of the class III bicycle facility (sharrows) on westbound Otis Street to a class IV bicycle facility, resulting in the removal of an additional automobile lane on Otis Street (in conjunction with the new bus-only lane, two of the four automobile lanes on Otis Street will be removed). The bicycle lane will be channelized between the bus-boarding island and the north sidewalk. West of the bus-boarding island, the bicycle lane will be separated from parking.

### Approach to Cumulative Analysis

The following development projects in the project site vicinity are now under construction, or would be expected to be under construction during the proposed project construction period, and are therefore considered in the cumulative construction-period transportation impacts analysis. The Better Market Street project, under review, would also affect cumulative construction-period transportation impacts:

- **1500 Mission Street (approved and under construction)** – Construction is under way and is proposed to take approximately 30 months, with truck trips peaking at months 10-16 and worker trips being highest in the last 22 months.<sup>33</sup> A possible completion date of around 2020 was reported recently.<sup>34</sup>
- **1629 Market Street (approved)** – Construction is proposed to begin in 2018 with two phases of construction. Phase 1 will span 22 months with relatively uniform construction truck trips across the timeline and the highest number of construction workers in the last 15 months. Phase 2 will span over the next 22 months and would have similar characteristics as Phase 1.<sup>35</sup>
- **10 South Van Ness Avenue (under review)** – Construction is proposed to take approximately 36 months.<sup>36</sup> The start time for construction is unknown at this time.
- **1601 Mission Street (approved)** – Construction is proposed to take approximately 24 months.<sup>37</sup> The start time is unknown at this time.

<sup>33</sup> 1500 Mission Street Project Final EIR, March 2017, Case No. 2014-000362ENV.

<sup>34</sup> 1500 Mission Street timeline mentioned at the end of <http://www.socketsite.com/archives/2017/06/plans-for-a-520-foot-tower-at-van-ness-and-market-have-been-drawn.html>

<sup>35</sup> 1629 Market Street Mixed-Use Project Final EIR, October 2017, Case No. 2015-005848ENV.

<sup>36</sup> Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting, July 12, 2017, 10 South Van Ness Avenue Mixed-Use Project, Case No. 2015-004568ENV.

- **Better Market Street (under review)** – Better Market Street project elements would include both transportation and streetscape improvements, with changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities. Environmental review is underway for the project. The Better Market Street project anticipates changes to the configuration and allowed turning movements at the northern end of the 12th Street block adjacent to the project site. The most conservative scenario, assumed for this study, would implement the following turn restrictions:<sup>38</sup>
  - Required right turn from eastbound Market Street onto southbound 12th Street (taxis, buses, bicycles, commercial vehicles exempt);
  - Closure of right turn from northbound 12th Street onto eastbound Market Street. All vehicles would need to exit 12th Street towards South Van Ness Avenue.

### Project Impacts

**Impact TR-1 The proposed project construction activities would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially significant delays to transit. (Significant and unavoidable with mitigation)**

Project construction would be expected to take 22 months beginning in late 2018. **Table 4-3: Construction Plan and Phasing** summarizes the construction phases, including daily peak and average trucks and workers. During demolition, excavation and shoring, there would be a peak of 75 daily construction trucks, and an average of 50 daily truck trips. During all other phases of construction, average daily trucks would range from 5 to 12 trucks, with up to 27 trucks if the base building, exterior and interior finishing phases overlapped. The largest number of daily construction workers would be expected during the following construction phases: base building; exterior finishing; and interior finishing. There would be a peak of 375 daily construction workers and an average of 275 daily construction workers, if peak activity for those three phases overlapped simultaneously.

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<sup>37</sup> Certificate of Determination Exemption from Environmental Review, March 16, 2016, 1601 Mission Street, Case No. 2014.1121ENV.

<sup>38</sup> Better Market Street website- <http://www.bettermarketstreetsf.org/index.html>, accessed April 13, 2018

**Table 4-3: Construction Plan and Phasing**

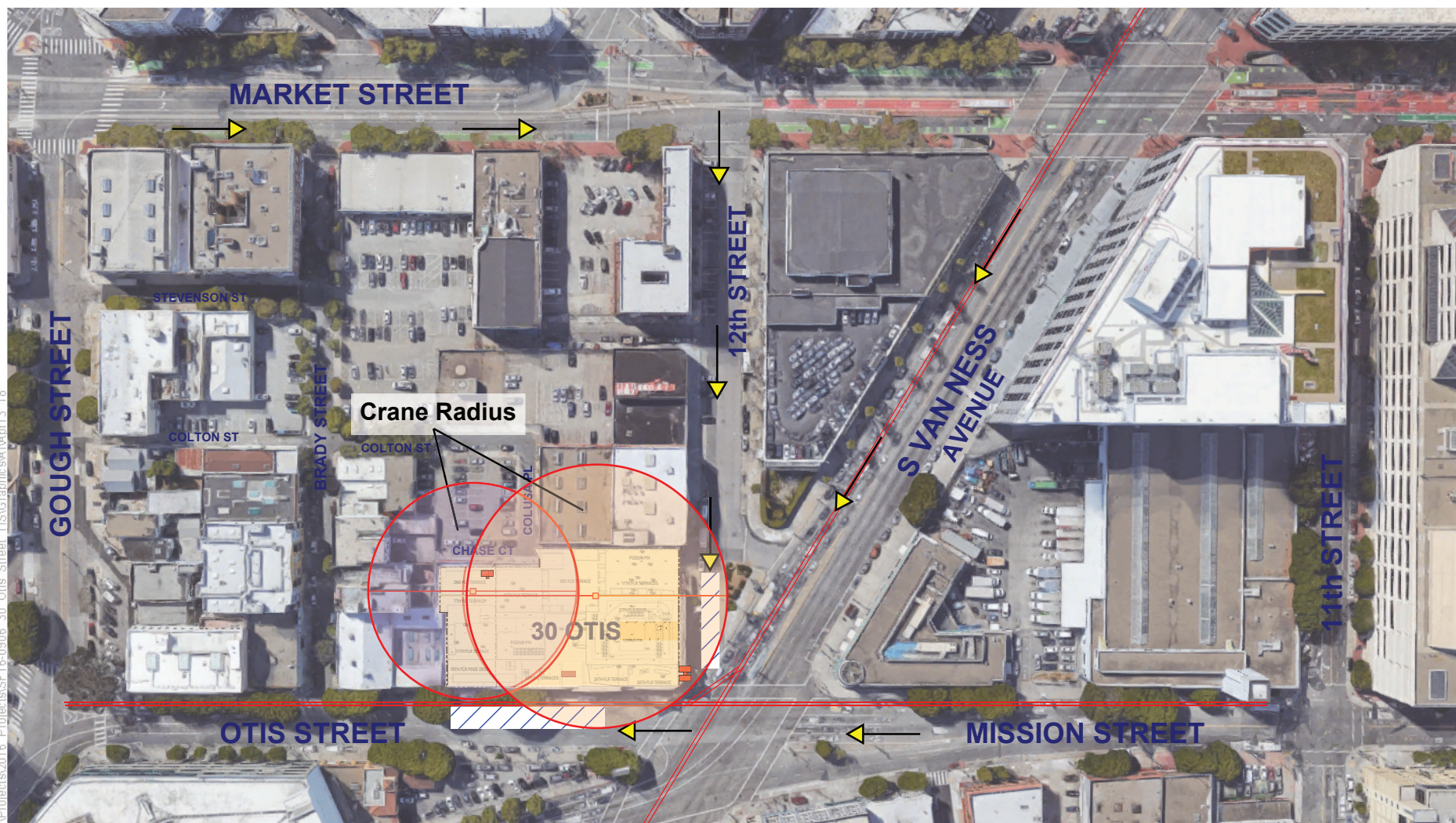
Phase	Duration (months) <sup>a</sup>	Number of Daily Construction Trucks <sup>b</sup>		Number of Daily Construction Workers	
		Peak	Avg.	Peak	Avg.
Demolition	1	25	15	10	10
Excavation and Shoring	2	75	50	20	10
Foundation and Below-Grade Construction	7.5	15	7	50	30
Base Building	13	25	12	200	140
Exterior Finishing	8	17	5	55	35
Interior Finishing	13.5	20	10	120	100
<b>Construction Total</b>	<b>22</b>				
Notes: <sup>a</sup> Some construction phases overlap; therefore, the months for each phase do not add up to the total construction period. <sup>b</sup> All trucks arriving at site. Includes multiple trips to the project site by the same truck.					

Source: Align Otis, LLC

As shown on **Figure 4-10: Construction Access to Site**, construction staging would occur in the area of the proposed plaza adjacent to 12th Street and on Otis Street. Trucks would access the 12th Street staging area via Market Street and the Otis Street staging area via South Van Ness or Mission Street. The project construction plan is not anticipated to include deliveries or other construction-related activities on other surrounding alleyways or roadways such as Brady Street, Colton Street, Colusa Place, or Stevenson Street.

As shown on **Figure 4-11, p. 4-52, 30 Otis Street Construction Staging**, construction vehicles would enter via the gate on 12th Street and exit via the southern gate directly onto South Van Ness. To access the staging area on Otis Street, trucks would need to pull into the curb parking lane and then reverse into the staging area. With this configuration, at most one truck would be able to stage within this area at a time. The project sponsor would need to obtain approval for the staging plan by the City prior to commencing construction.

Construction of the proposed project would require sidewalk and/or travel lane closures on Otis and 12th streets. Construction staging on 12th Street would require closure of the west sidewalk and the southern end of 12th Street at the future 12th Street Plaza location. Two-way vehicle travel would be maintained on 12th Street using the northern end of 12th Street, similar to the Van Ness BRT design for 12th Street. Construction staging on Otis Street would require closure of the sidewalk and parking lane along the project frontage. There would be no pedestrian access along the west side of 12th Street adjacent to the construction staging zone. Those closures would be required for many elements of the project construction; therefore, this assessment assumes the closures would continue for the length of construction.



SOURCE: Turner Construction

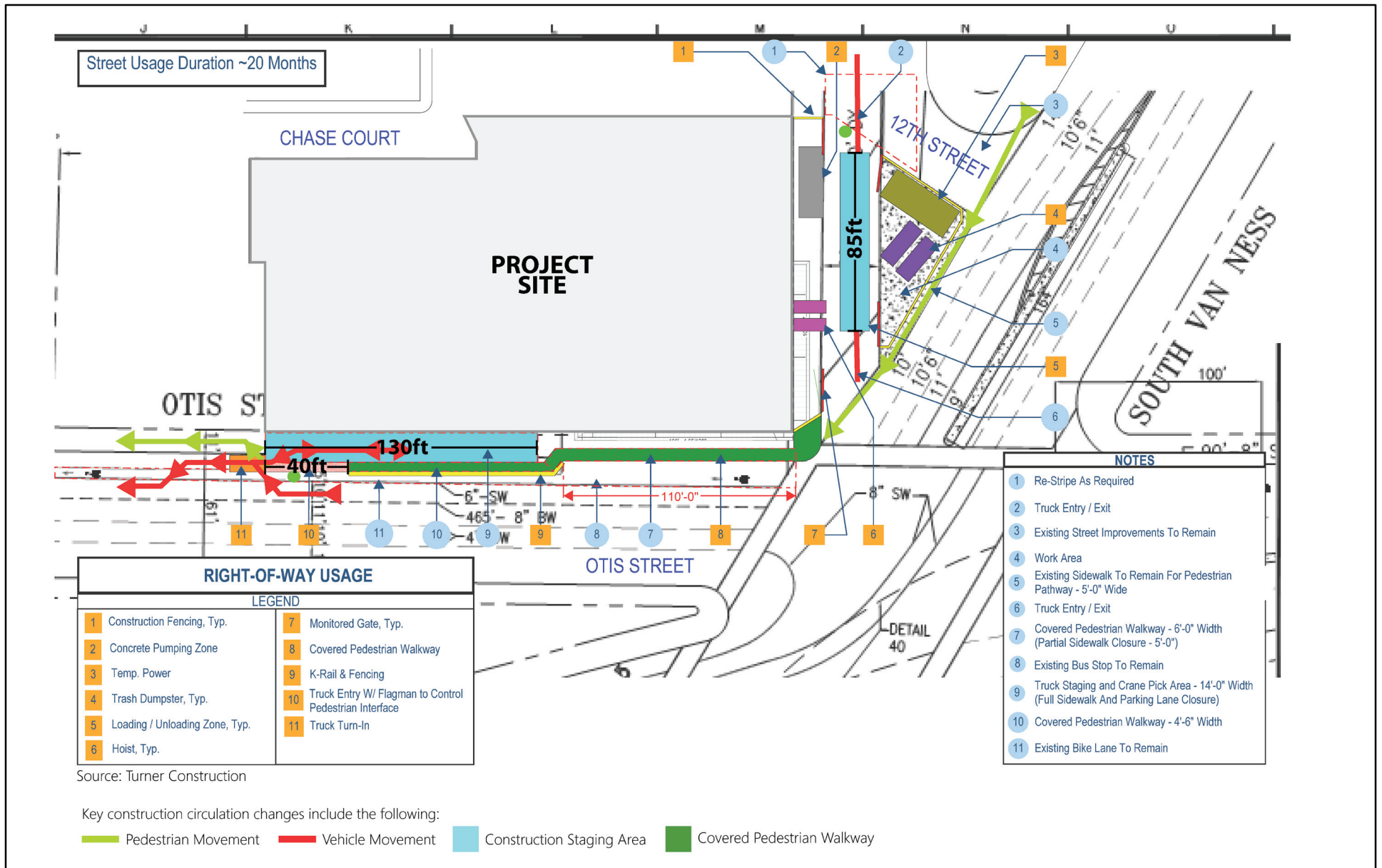
## 30 OTIS STREET PROJECT

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 Truck Movement  
 Construction Staging Area

**FIGURE 4-10: CONSTRUCTION ACCESS TO SITE**





source: Fehr & Peers

X:\SF Planning\Depth30 Otis\stagingfigure 4-11 30 Otis Construction staging.mxd 6/5/2018

## 30 OTIS STREET PROJECT

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**FIGURE 4-11: 30 OTIS CONSTRUCTION STAGING**

As described above, the Muni Forward TTRP-14R Mission Rapid project will include construction of a bus-boarding island on westbound Otis Street at South Van Ness Avenue, fronting the project site. The island will be approximately 160 feet long and 6 feet from the north sidewalk to allow the bicycle lane to run channelized between the island and the north sidewalk. The island will serve as an additional westbound 14R Mission Rapid stop. Construction on this project is expected to occur in August and September 2018. Therefore, the boarding island would be in place prior to construction initiating on the proposed project in late 2018. Given that the boarding island is within the proposed construction staging area, the project sponsor would need to coordinate with City agencies to demolish this island, temporarily relocate the island, or work with the SFMTA to delay construction of the island until after construction of the project is complete.

The project would include measures to reduce potential vehicle, pedestrian, or bicycle hazards and delays to transit during construction. All closed sidewalks would be replaced with temporary pedestrian walkways and those fronting construction areas would be covered, and temporary fencing would be installed as needed. All temporary sidewalk, parking, bicycle lane, or traffic lane closures would be coordinated with City agencies in order to minimize the impacts on traffic and other modes of travel. In general, lane and sidewalk closures or diversions are subject to review and approval by the City's Transportation Advisory Staff Committee (TASC), as noted above. The contractor is also required to follow "Regulations for Working in San Francisco Streets" (the Blue Book), including required permits for working in or modifying the public right-of-way. The project sponsor and/or contractor would be required to meet with the TASC to present their Construction Management Plan, which would determine feasible measures to reduce traffic impacts, disruption to transit services, and impacts to pedestrian or bicycle circulation during construction of individual development projects.

According to the Blue Book, Otis Street is a Major Muni Route. Therefore, any construction activities affecting moving lanes on Otis Street would need to discontinue between 4 p.m. and 7 p.m., Monday through Friday.<sup>39</sup> The project contractor would be required to coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations. Key items may include the potential disruptions to the overhead wires and the transit lane along Otis Street that are critical to the function of the 14 Mission, 14R Mission Rapid, and 49 Van Ness/Mission lines.

Throughout the construction period, there would be construction-related trucks entering and exiting the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the size, slower acceleration, and larger turning radii of trucks, which may temporarily affect traffic and transit operations and increase traffic, pedestrian, and bicycle conflicts near the project site. Trucks backing into the construction staging area on Otis

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<sup>39</sup> The Blue Book identifies streets subject to Holiday Moratorium periods (Thanksgiving to January 1). Otis and 12th streets do not fall under the moratorium as less than 50 percent of the frontage is devoted to business.

Street would require long, slow maneuvers, and could therefore create additional delay to transit and conflicts to pedestrians, bicyclists, and vehicles compared to front entry maneuvers. The mode split of construction worker trips is unknown, but given the project site location, workers would likely arrive predominantly by transit or private vehicle. It is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions, as impacts on local intersections or the transit network would likely be less than those impacts associated with the proposed project and would be temporary in nature. Truck traffic to and from the site would be routed along major arterials and freight routes, as identified by SFMTA.

Construction workers who drive to the site would be directed to park at nearby parking lots and/or garages. Potential temporary parking restrictions along the building frontage during project construction would cause a temporary increase in parking demand and a decrease in supply. However, parking shortfalls would be temporary and would not be expected to affect transit, pedestrian, or bicycle conditions.

As noted above, construction of the project would require demolition, relocation, or delay<sup>40</sup> of the Otis Street bus-boarding island, and construction vehicle maneuvers on Otis Street would create substantial interference with pedestrians, bicycles, and transit vehicles. The Otis Street bus boarding island is a key feature of the Muni Forward TTRP-14 Mission Rapid project. This portion of Otis Street provides more frequent transit service (24 buses during the p.m. peak hour) than most streets in San Francisco.<sup>41</sup> In addition, the lines carry approximately 1,400 riders with a capacity of 2,600 riders during the p.m. peak hour. Given the frequency and high ridership of transit along Otis Street; the demolition, relocation, or delay of a key feature of the Muni Forward transit project along Otis Street for an approximately two-year period; and the slow maneuvering of trucks into the staging area adjacent to a travel lane used by transit; the project's temporary construction activities would result in substantial delays to transit. Therefore, the project construction impacts related to transportation would be considered **significant**.

Implementation of **Mitigation Measure M-TR-1a: Pedestrian, Bicycle, and Transit Access during Construction** and **Mitigation Measure M-TR-1b: Coordinated Construction Traffic Management Plan** for construction impacts would reduce delays to transit operations. In addition, these mitigation measures would reduce conflicts between construction activities for the proposed project and pedestrians, bicyclists, and vehicles. However, because the below

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<sup>40</sup> If final timing of construction of this project occurs shortly after the planned scheduled construction of the Otis Street boarding island, the SFMTA may decide to delay construction of the Otis Street boarding island instead of constructing it (SFMTA communication, 30 Otis Project Construction Impact and Mitigation Measure Meeting, March 7, 2018).

<sup>41</sup> Between 5 and 6 p.m. in the predominant commute direction, other portions of streets with similar, high amounts of transit service: Geary Street (31 buses), Stockton Street (31 buses), Third Street (29 buses), California Street (25 buses), and Van Ness Avenue (16 buses).



measures have not been finalized by the project sponsor and SFMTA, the feasibility and effectiveness of such mitigation measures is uncertain at this time, the temporary construction-related impacts on transit would likely remain significant. Therefore, construction of the proposed project would result in construction-related transportation impacts, which would remain **significant and unavoidable with mitigation**.

**Mitigation Measure M-TR-1a: Pedestrian, Bicycle, and Transit Access during Construction**

The project sponsor shall coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to ensure that adequate pedestrian, bicycle, and transit access is maintained along Otis and 12th Streets by providing temporary pedestrian pathways on both streets, and a temporary protected bicycle lane and transit stop on Otis Street. This may involve replacing the bus stop on Otis Street, restriping the lanes, removing parking spaces, relocating Muni overhead wires on Otis Street, and/or providing a temporary pedestrian walkway or new pedestrian crossing on 12th Street. The project sponsor shall pay for the temporary relocation and replacement of existing public right-of-way facilities, if the SFMTA deems relocation and replacement desirable. The project sponsor shall also pay for the construction of the bus-boarding island and cycle track on Otis Street between South Van Ness Avenue and Brady Street following completion of the project and prior to issuance of the certificate of occupancy.

**Mitigation Measure M-TR-1b: Coordinated Construction Traffic Management Plan**

The project sponsor shall participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan shall be prepared in coordination with other public and private projects within a one block radius that may have overlapping construction schedules (including the Van Ness Bus Rapid Transit and Better Market Street projects, and the development projects at 1629 Market Street, 10 South Van Ness Avenue, 1500 Mission Street, and 1601 Mission Street) and shall be subject to review and approval by the Transportation Advisory Staff Committee (TASC). The plan shall include, but not necessarily be limited to the following measures:

- Construction Staging on Otis Street – The project sponsor shall provide a design for the construction staging zone on Otis Street that allows for front-in access with final access to the Otis Street staging area to be determined by the approved construction management plan.
- Restricted Construction Truck Access Hours – Limit truck movements and deliveries requiring lane closures to occur between 9 a.m. to 4 p.m., outside of peak morning and evening weekday commute hours.

- Construction Truck Routing Plans – Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network.
- Coordination of Temporary Lane and Sidewalk Closures – The project sponsor shall coordinate lane closures with other projects requesting concurrent lane and sidewalk closures through the TASC and interdepartmental meetings process above, to minimize the extent and duration of requested lane and sidewalk closures. Lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.
- Alternative Transportation for Construction Workers – Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from [www.511.org](http://www.511.org), participating in emergency ride home program through the City of San Francisco ([www.sferh.org](http://www.sferh.org)), and providing transit information to construction workers.
- Construction Worker Parking Plan – The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. The project sponsor could provide on-site parking once the below grade parking garage is usable.
- Proposed Project Construction Updates for Adjacent Businesses and Residents – Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the Environmental Review Officer (ERO).
- Maintain Local Circulation – Place signage for all vehicle, bicycle, transit, and pedestrian detours. Reimburse the San Francisco Municipal Transportation Agency (SFMTA) for temporary striping and signage during project construction. Provide a traffic control officer to direct traffic around the project site, if determined necessary by the SFMTA or ERO. Preserve pedestrian access during construction detours.

## Cumulative Impacts

**Impact C-TR-1** The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts, with substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas and would result in potentially hazardous conditions and significant delays to transit. (*Significant and unavoidable with mitigation*)

Construction of the proposed project may overlap with the construction of other nearby projects. In particular, the Van Ness BRT project will occur adjacent to the project site. The 1629 Market Street, 10 South Van Ness Avenue, 1500 Mission Street, and 1601 Mission Street development projects and components of the Better Market Street project are all within one block of the project site. (Refer to **Section 4.A.7, Table 4-1: Cumulative Development Projects, and Figure 4-1: Cumulative Projects, pp. 4-7 and 4-8** for location and information regarding cumulative projects).

Given the magnitude of projected cumulative development and transportation/streetscape projects anticipated to occur in the project vicinity, as well as the uncertainty of construction schedules, cumulative construction activities could result in multiple travel lane closures, high volumes of trucks in the project vicinity, and sidewalk closures, which in turn could disrupt or delay transit, pedestrians, or bicyclists, or could result in potentially hazardous conditions (e.g., high volumes of trucks turning adjacent to bike lanes). Despite the best efforts of the project sponsors and construction contractors, it is possible that simultaneous construction of the cumulative projects could result in significant disruptions to transit, pedestrian, and bicycle circulation, even if each project individually would not have significant impacts.

Given the concurrent construction of multiple buildings and transportation projects in close proximity, the expected intensity (i.e., the projected number of truck trips) and duration, and likely impacts on transit, bicyclists, and pedestrian conditions, cumulative construction-related transportation impacts would be considered **significant**, and the project's contribution to the impacts would be considerable.

Implementation of **Mitigation Measures M-TR-1a (Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction)**, and **M-TR-1b (Coordinated Construction Traffic Management Plan)**, presented above under Project Impacts, would reduce, but would not avoid, the significant cumulative impacts related to hazards between construction activities and pedestrians, bicyclists, and transit vehicles. Other measures, such as imposing sequential (non-overlapping) construction schedules for all projects in the vicinity, were considered, but deemed infeasible due to potentially lengthy delays in project implementation. (Chapter 6, Alternatives, Section F.5, Transportation – Construction Staging Alternatives, p. 6-36 and 6-37, presents information on the feasibility of several staging and scheduling alternatives.) Therefore, construction of the proposed project, in combination with past, present and

reasonably foreseeable development in San Francisco, would contribute considerably to cumulative construction-related transportation impacts, which would remain **significant and unavoidable with mitigation**.

## D. WIND

### D.1 Introduction

This section describes existing wind conditions in the vicinity of the project site, and evaluates the potential for the proposed project to alter ground-level wind in the project area in a manner that would adversely affect public areas. The analysis in this section is based on a *wind tunnel study* conducted by BMT Fluid Mechanics (BMT).<sup>42</sup>

### D.2 Environmental Setting

#### San Francisco's Existing Wind Environment

In San Francisco, average winds speeds are the highest in the summer and lowest in the winter. However, the strongest peak wind speeds occur in the winter. The highest average wind speeds occur in mid-afternoon and the lowest in the early morning. Based on over 40 years of recordkeeping, the highest mean hourly wind speeds (approximately 20 miles per hour [mph]) occur mid-afternoon in July, while the lowest mean hourly wind speeds (in the range of 6 to 9 mph) occur throughout the day in November.

Meteorological data collected at the old San Francisco Federal Building at 50 United Nations Plaza over a six-year period show that westerly<sup>43</sup> through northwesterly winds are the most frequent and strongest winds during all seasons.<sup>44</sup> Of the 16 primary wind directions, five have the greatest frequency of occurrence: northwest, west-northwest, west, west-southwest, and southwest. Analysis of the Federal Building wind data shows that during the hours from 6 a.m. to 8 p.m., 70 percent of the winds blow from five adjacent directions of the 16 directions, as follows: northwest (10 percent of all winds), west-northwest (14 percent of all winds), west (35 percent of all winds), west-southwest (two percent of all winds), and southwest (nine percent of all winds). Over 90 percent of all measured winds with speeds over 13 mph blow from these five directions. The other 10 percent of winds over 13 mph are from storms and can come from any other direction.

#### Wind Effects on People

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed.<sup>45</sup> Winds up to about 4 mph have no noticeable effect on pedestrian comfort. With speeds from 4 to 8 mph, wind is felt on the face. Winds from 8 mph to 13 mph

<sup>42</sup> BMT Fluid Mechanics. *30 Otis Street Project, Wind Microclimate Study*, May 11, 2018.

<sup>43</sup> Wind directions are reported as directions from which the winds blow.

<sup>44</sup> Arens, E. et al., "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," Building and Environment, Vol. 24, No. 4, pp. 297–303, 1989.

<sup>45</sup> Lawson, T.V., and A.D. Penwarden, "The Effects of Wind on People in the Vicinity of Buildings," Proceedings of the Fourth International Conference on Wind Effects on Buildings and Structures, London, 1975, Cambridge University Press, Cambridge, U.K., pp. 605–622, 1976.

will disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise loose paper, dust, and dry soil, and will disarrange hair. For winds from 19 to 26 mph, the force of the wind will be felt on the body. With 26 to 34 mph winds, umbrellas are used with difficulty, hair is blown straight, there is difficulty in walking steadily, and wind noise is unpleasant. Winds over 34 mph can result in loss of balance, and gusts can blow people over.

### **Wind Effects from Buildings**

Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. A building that stands alone or is much taller than the surrounding buildings can intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong and turbulent, and may in some instances be incompatible with the intended uses of nearby ground-level pedestrian spaces. Moreover, structure designs that present tall flat surfaces square to strong winds can create ground-level winds that can prove to be hazardous to pedestrians in the vicinity. Conversely, a building with a height that is similar to the heights of surrounding buildings typically would cause little or no additional ground-level wind acceleration and turbulence.

Thus, wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, new buildings less than approximately 80 feet in height are unlikely to result in substantial adverse effects on ground-level winds such that pedestrians would be uncomfortable or hazardous wind conditions would result. Such winds may occur under existing conditions, but shorter buildings typically do not cause substantial changes in ground-level winds.

### **Wind Conditions in the Project Vicinity**

The project is located south of Market Street on the north side of Otis Street at the intersection of Otis Street, 12th Street, and South Van Ness Avenue, in San Francisco's SoMa neighborhood. The north-of-Market Street grid is oriented within nine degrees of the four cardinal directions (north, south, east, and west); however, the street grid south of Market Street is oriented approximately northwest/southeast and southwest/northeast. This orientation typically results in a less predictable pattern of wind variation at the pedestrian level. South Van Ness Avenue, which forms the eastern project site boundary, runs generally north-south, parallel to the north-of-Market Street grid. The area just north of the intersection of Market Street and Van Ness Avenue—north of and upwind from the project site—is one of the windiest areas in San Francisco. The general openness and lack of buildings taller than 80 feet in the upwind areas west of Van Ness Avenue, along with the width of Van Ness Avenue itself, allows the prevailing northwesterly, west-northwesterly, and westerly winds direct access to this area, with relatively little disruption from intervening buildings. These approaching winds, and the combined presence of existing tall buildings, including 100 Van Ness Avenue (at Fell Street),

Fox Plaza (at Hayes, Polk, and Market streets), 1455 Market Street (at 11th Street), and the NEMA apartment tower at 8 10th Street (at Market Street) result in strong, turbulent winds at and near ground levels within the triangular area roughly defined by Van Ness Avenue and Hayes and Market streets, including at the intersection of 10th and Market streets. Recent wind tunnel testing for this project and other projects in the vicinity of the intersection of Market Street and Van Ness Avenue has revealed that the windy conditions on Van Ness Avenue north of Market Street also exist on South Van Ness Avenue between Market and Mission streets. These conditions exist for the reason noted above: little obstruction of prevailing winds by buildings to the west. Furthermore, the width of South Van Ness Avenue offers an unobstructed path for northwesterly to westerly winds to be redirected downward and channeled to the south at ground level.

### D.3 Regulatory Framework

The San Francisco Planning Code (Planning Code) section 148 establishes wind comfort and wind hazard criteria for the Downtown (C-3) Use Districts in which the project site is located.<sup>46</sup> Section 148 defines “equivalent wind speed” as “an hourly mean wind speed adjusted to incorporate the effect of gustiness or turbulence on pedestrians” and is used to determine comfort wind speeds. The pedestrian comfort wind speed criteria are 7 mph for seating areas and 11 mph for areas of substantial pedestrian use.<sup>47</sup> The comfort criteria require that wind speeds not exceed these levels more than 10 percent of the time year-round between 7 a.m. and 6 p.m. A hazardous wind condition is when the wind speed exceeds 26 mph for a single hour of the year.<sup>48</sup>

### D.4 Impacts and Mitigation Measures

#### Significance Thresholds

The proposed project would have a significant impact related to wind if it would alter wind in a manner that substantially affects public areas.

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<sup>46</sup> Other sections of the Planning Code apply comparable standards in the Downtown Residential (DTR) Districts, the Folsom and Main Residential/Commercial Special Use District, the Van Ness Special Use District, and certain zoning districts in the SoMa neighborhood.

<sup>47</sup> The wind comfort criteria are defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Equivalent wind speed is defined as the mean wind velocity, multiplied by the quantity (1 plus 3 times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent.

<sup>48</sup> The wind hazard criterion is derived from the wind condition that would generate a three-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. This wind speed, on an hourly basis, is a 26 mph average for a full hour. Because the original Federal Building wind data were collected at one-minute averages, the 26 mph hourly average is converted to a one-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the Planning Code. (Arens, E. et al., “Developing the San Francisco Wind Ordinance and its Guidelines for Compliance,” Building and Environment, Vol. 24, No. 4, pp. 297–303, 1989.)

To assess whether a project would result in a significant impact under the CEQA significance threshold, the City uses the Planning Code's hazard criterion. That is, the City determines whether a project would cause equivalent wind speeds to reach or exceed the wind hazard criterion of 26 mph for a single hour of the year. If a project would cause a new wind hazard or exacerbate an existing wind hazard in a public area, it may result in a significant impact under CEQA. The Planning Department does not consider exceedances of the comfort criteria to be a significant impact for CEQA purposes. However, the wind study assessed wind conditions related to the comfort criteria and the results of this assessment are summarized at the end of this section for informational purposes.

### Approach to Analysis

BMT conducted a wind tunnel test to characterize the existing pedestrian wind environment and assess future wind conditions on sidewalks and open spaces around the project site, should the proposed project be constructed.<sup>49</sup> A 1-inch-to-25-foot scale (1:300) model of the project site and surrounding buildings within a 1,500-foot radius was constructed in order to simulate for existing and for existing-plus-project conditions, the model included the under-construction 1500 Mission Street project, with the approved wind screens and other measures incorporated into that project.

The mean speed profile and turbulence of the natural wind approaching the modeled area were simulated in the wind tunnel, and pedestrian-level wind speeds were measured using sensors at 53 locations for 16 wind directions at a five-foot (pedestrian) height above grade. Locations for wind speed sensors, or study test points, were selected to indicate how the general flow of winds would be directed around the project buildings. Consistent with section 148, the locations of test points are primarily public sidewalks, which are assumed for the purpose of this analysis to be areas of substantial pedestrian use. A test point was also located in the center of the proposed 12th Street Plaza.

### Approach to Cumulative Analysis

For the cumulative scenarios, the wind study model included nearby cumulative projects that are either approved but unbuilt, or are under review with the Planning Department and that could meaningfully affect wind conditions in the project vicinity. The model used project plans where available; however, for some cumulative projects, final plans were not available and simplified massing models were used. For the 10 South Van Ness Avenue project, the wind study modeled both the two-tower project and the one-tower project variant that are under consideration. **Table 4-1: Cumulative Development Projects** and **Figure 4-1: Cumulative Projects, p. 4-8** depict the location of these projects considered in the cumulative conditions, with their approximate heights.

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<sup>49</sup> BMT Fluid Mechanics. *30 Otis Street Project, Wind Microclimate Study*, May 11, 2018.



The cumulative scenarios also analyzed additional configurations that included windscreens or landscaping to determine which wind reduction measures or combinations of wind reduction measures would result in the most favorable cumulative wind environment.

## Project Impacts

### **Impact WI-1 The proposed project would not alter wind in a manner that substantially affects public areas in the vicinity of the project site. (*Less than significant*)**

The proposed building would comprise a single structure with two cores: a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The proposed building would be 85 to 250 feet tall with additional building elements, such as parapets, wind screens, planters, and mechanical penthouses, extending up to approximately 25 feet and 21 feet above the 85- and 250-foot-tall rooflines respectively. Improvements in the Otis and 12th streets public rights-of-way would include new publicly accessible open spaces, and new street trees and landscaped areas.

The proposed project's increase in building height and site configuration would alter wind patterns in the vicinity of the project site. Under existing conditions, two of the 53 test points exceed the hazard criterion, with the total number of hours exceeding the hazard criterion reaching nine hours per year. The test points at which the hazard criterion is exceeded are on the southeastern sidewalk of Mission Street, near the intersection with South Van Ness Avenue (see test points 21 and 23 on **Figure 4-12: Wind Hazard Results – Existing Scenario**).

The existing-plus-project scenario would reduce the number of exceedances of the hazard criterion to one test point, compared to two test points in the existing conditions (see test point 21 on **Figure 4-13: Wind Hazard Results – Existing-Plus-Project Scenario**). The existing-plus-project scenario would reduce the total number of exceedance hours from nine hours per year to four hours per year. This would represent one fewer test point location exceedance and five fewer hours compared to the existing conditions. **Table 4-4: Wind Study Summary – Hazard Criterion**, summarizes those test results.

Overall, the proposed project would not alter wind conditions in a manner that would substantially affect public areas in the vicinity of the project site because, while the average of wind speeds exceeded one hour per year would be 26.3 mph, compared to 25.2 mph with existing conditions, the proposed project would result in no net increase in the number of test locations that exceed the wind hazard criterion, and the proposed project would result in a net reduction in the total number of hours that exceed the wind criterion. Therefore, the proposed project would result in less-than-significant wind impacts.

**Table 4-4: Wind Study Summary – Hazard Criterion**

	Scenario	Average Hazard Wind Speed One Hour/Year (mph)	Hours/Year of Hazard Exceedance	Change in Hours/Year Relative to Existing	Number of Hazard Exceedance Locations
1	Existing	25.2	9	N/A	2
2	Existing-Plus-Project	26.3	4	-5	1
3	Cumulative Only (10 SVN two towers) <sup>1</sup>	25.2	9	0	2
4	Cumulative Only (10 SVN one tower variant)	25.3	7	-2	2
5	Cumulative-Plus-Project (10 SVN two towers)	26.3	32	23	5
6	Cumulative-Plus-Project (10 SVN one tower variant)	26.5	31	22	5
7	Cumulative-Plus-Project with Existing, Project, and Cumulative Trees (10 SVN two towers)	25.4	27	18	5
8	Cumulative-Plus-Project with Off-Site Wind Screens (10 SVN two towers)	24.8	14	5	2

Source: BMT Fluid Mechanics. *30 Otis Street Project, Wind Microclimate Study*, May 11, 2018.

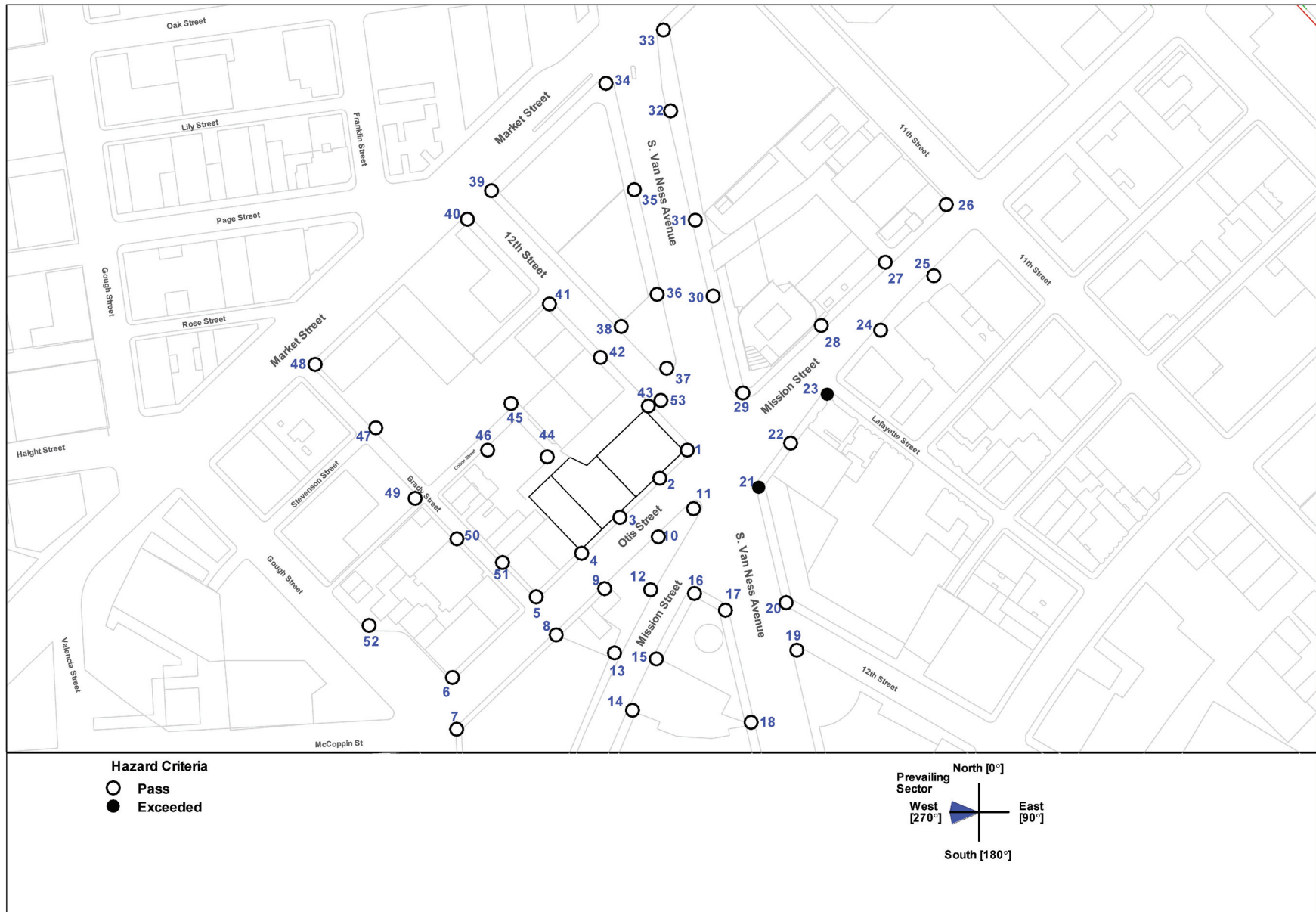
<sup>1</sup> The cumulative scenarios tested the both the two-tower 10 South Van Ness Avenue (10 SVN) project and one-tower 10 SVN variant, as noted.

### Cumulative Impacts

**Impact C-WI-1** The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would alter wind in a manner that would substantially affect public areas in the vicinity of the project site. *(Significant and unavoidable with mitigation)*

The geographic scope for cumulative wind impacts includes the area within an approximately 1,500-foot radius of the project site. The nearby cumulative projects that are either approved but unbuilt or are under review are shown on **Figure 4-1, p. 4-8, Cumulative Projects**.

Because of the number of cumulative projects, the potential interactions affecting wind conditions, and the factor that the proposed 10 South Van Ness Avenue project may have two towers, each 400 feet, or a single tower variant at 610 feet, the wind study tested several cumulative scenarios, including a cumulative scenario without the project. The cumulative-plus-project scenarios also included existing and proposed street trees on the project site, additional street trees with cumulative development, and off-site wind screens. Those elements were tested to evaluate potential mitigation for adverse wind effects. **Table 4-4: Wind Study Summary – Hazard Criterion**, summarizes those test results. Conclusions regarding cumulative wind impacts are presented at the end of this section.



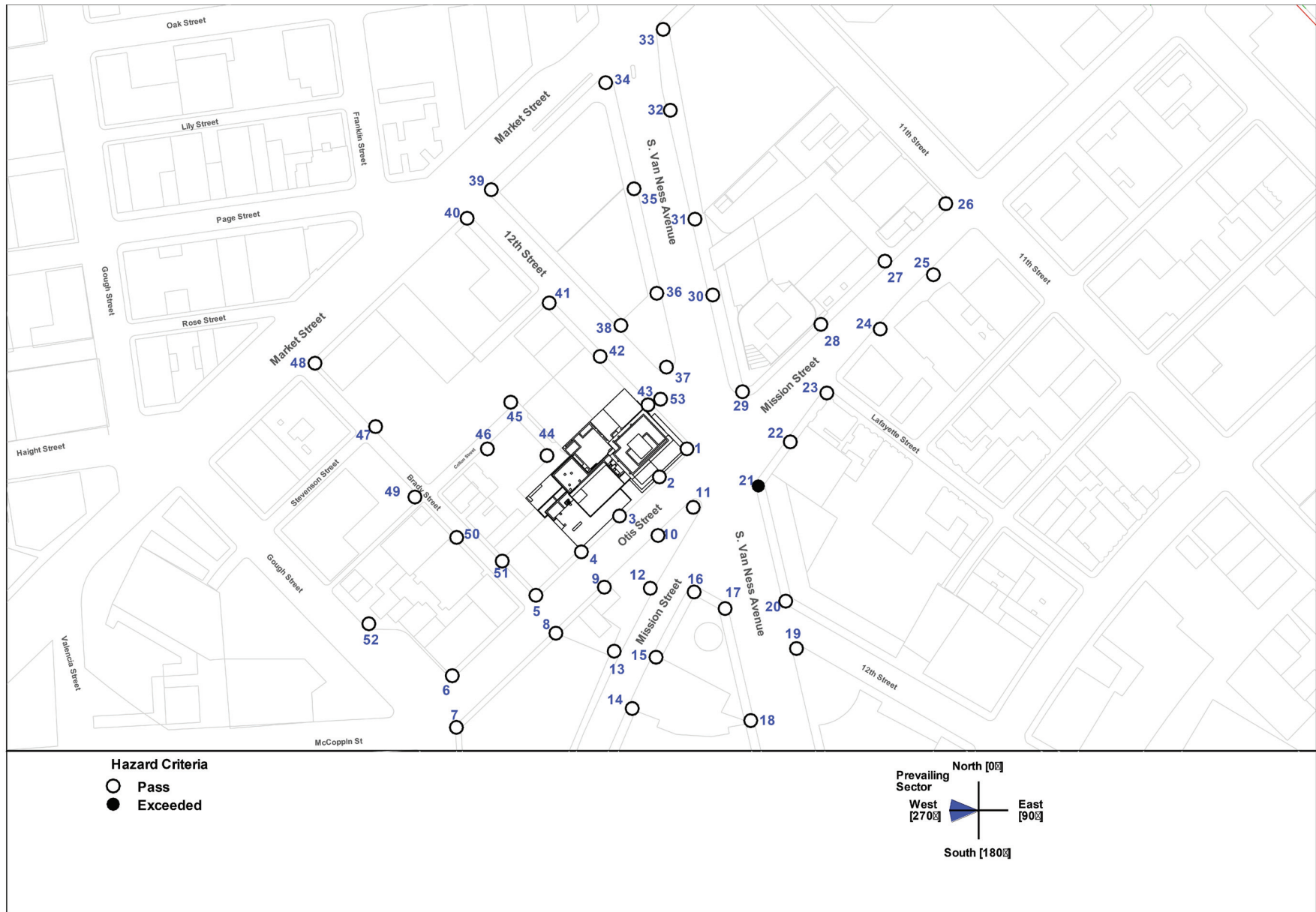
source: BMT

X:\SF Planning Dept\30 Otis St\mxd\Figure 4-12 Wind Hazard Results - Existing Scenario.mxd 5/17/2018

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**FIGURE 4-12: WIND HAZARD RESULTS - EXISTING SCENARIO**



source: BMT

X:\SF Planning Dept\30 Otis St\mxd\Figure 4-13 Wind Hazard Results - Existing-Plus-Project Scenario.mxd 5/29/2018

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Case No. 2015-010013ENV

**FIGURE 4-13: WIND HAZARD RESULTS - EXISTING-PLUS-PROJECT-SCENARIO**

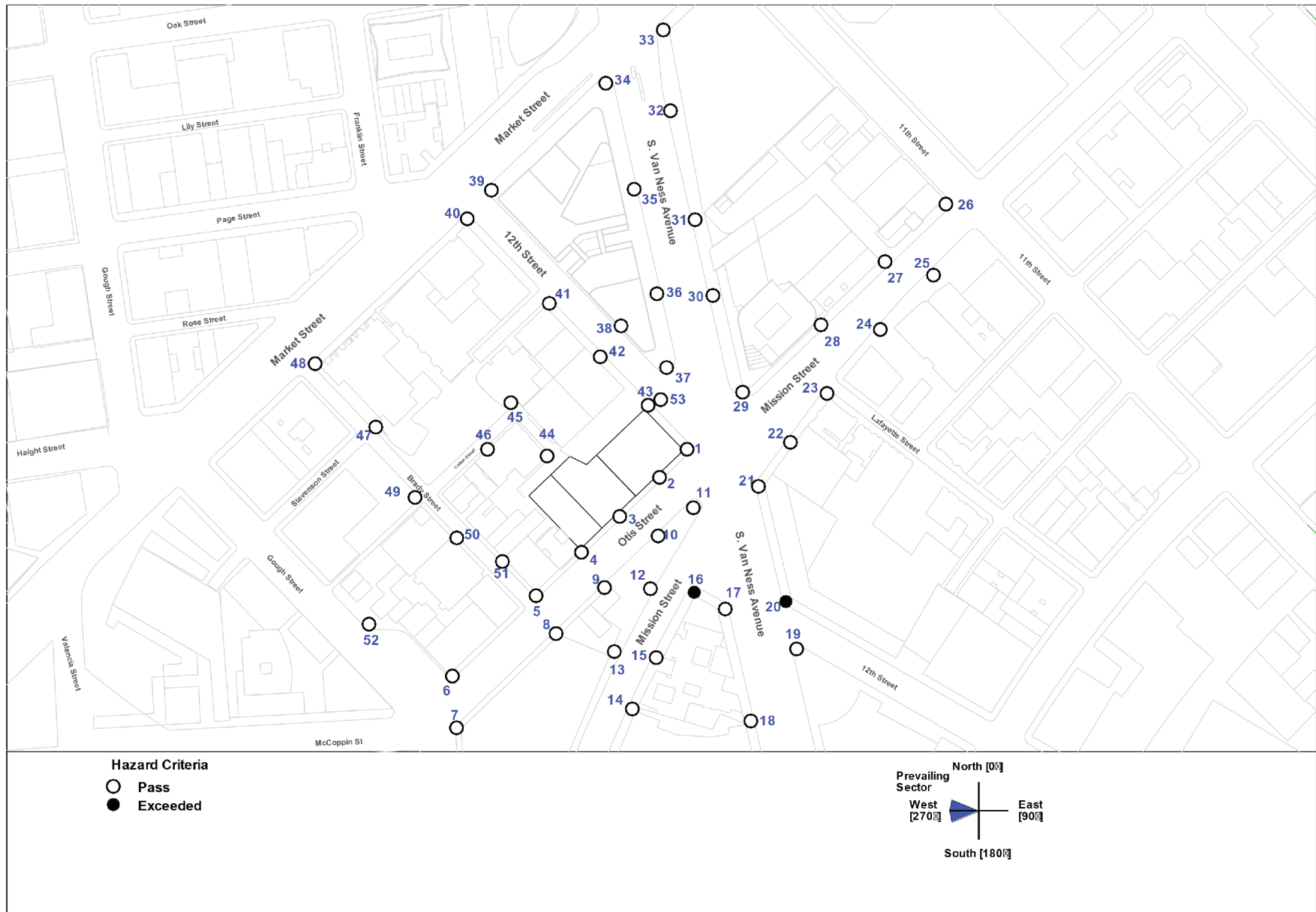
### *Cumulative-Plus-Project Analysis*

Cumulative conditions without the project (“cumulative-only”) would be the same as the existing conditions with the two-tower 10 South Van Ness project, with two test points exceeding the hazard criterion for a total of nine hours per year. Under the one-tower 10 South Van Ness variant these same two test points would exceed the hazard criterion for a total of seven hours per year. The locations of the test points that would exceed the hazard criterion would change from the existing conditions. With the existing conditions along Mission Street, east of South Van Ness Avenue, test points 21 and 23 exceed the hazard criterion; in the cumulative scenario (without the project), test points 16 and 20 south of the Mission/South Van Ness intersection would exceed the hazard criterion (see **Figure 4-14, p. 4-68, Wind Hazard Results – Cumulative Scenario**).

The cumulative-plus-project scenario under both the two-tower 10 South Van Ness project and one-tower 10 South Van Ness variant would increase the number of test points that would exceed the hazard criterion and the number of hours per year that winds would exceed the hazard criterion compared to the cumulative-only scenario. With the cumulative-plus-project scenario, the total number of hazard exceedance hours would increase by 22 or 23 hours, respectively, for the two-tower or one-tower 10 South Van Ness variant, compared to the nine hours per year under the cumulative-only scenario (see **Table 4-4: Wind Study Summary – Hazard Criterion, p. 4-64**). Five test points would exceed the hazard criterion, with the cumulative-plus-project scenario, compared to two test points with cumulative-only scenario. The two test points, 16 and 20, that would exceed the hazard criterion under the cumulative-only scenario would also exceed the hazard criterion under the cumulative-plus-project scenario, and three new test points just south of the project site (test points 10, 11, and 12) would exceed the hazard criterion with the cumulative-plus-project scenario (see **Figure 4-15, p. 4-69, Wind Hazard Results – Cumulative-Plus-Project Scenario**).

The study found that in the cumulative-plus-project scenario, new locations of wind hazard exceedances would be caused by interactions of the proposed project with cumulative development, notably the 10 South Van Ness Avenue (with either the two-tower or one-tower variant) and 1601 Mission Street projects, as those exceedances of the hazard criterion would not occur in the existing-plus-project or cumulative-only scenarios. The study indicated that wind would be directed around 10 South Van Ness Avenue and the 30 Otis Street building (the project) and create downdrafts at the 1601 Mission Street building, directing high-velocity flow towards the street resulting in wind conditions south of the project site between Otis and Mission streets exceeding the hazard criterion at three locations. Thus, the project would make a considerable contribution to a significant cumulative impact.

The wind study evaluated whether there were measures that could be implemented to reduce the project’s contribution to cumulative-plus-project wind impacts. The following describes the various modeling configurations that were studied to determine the relative effectiveness of the different approaches.



source: BMT

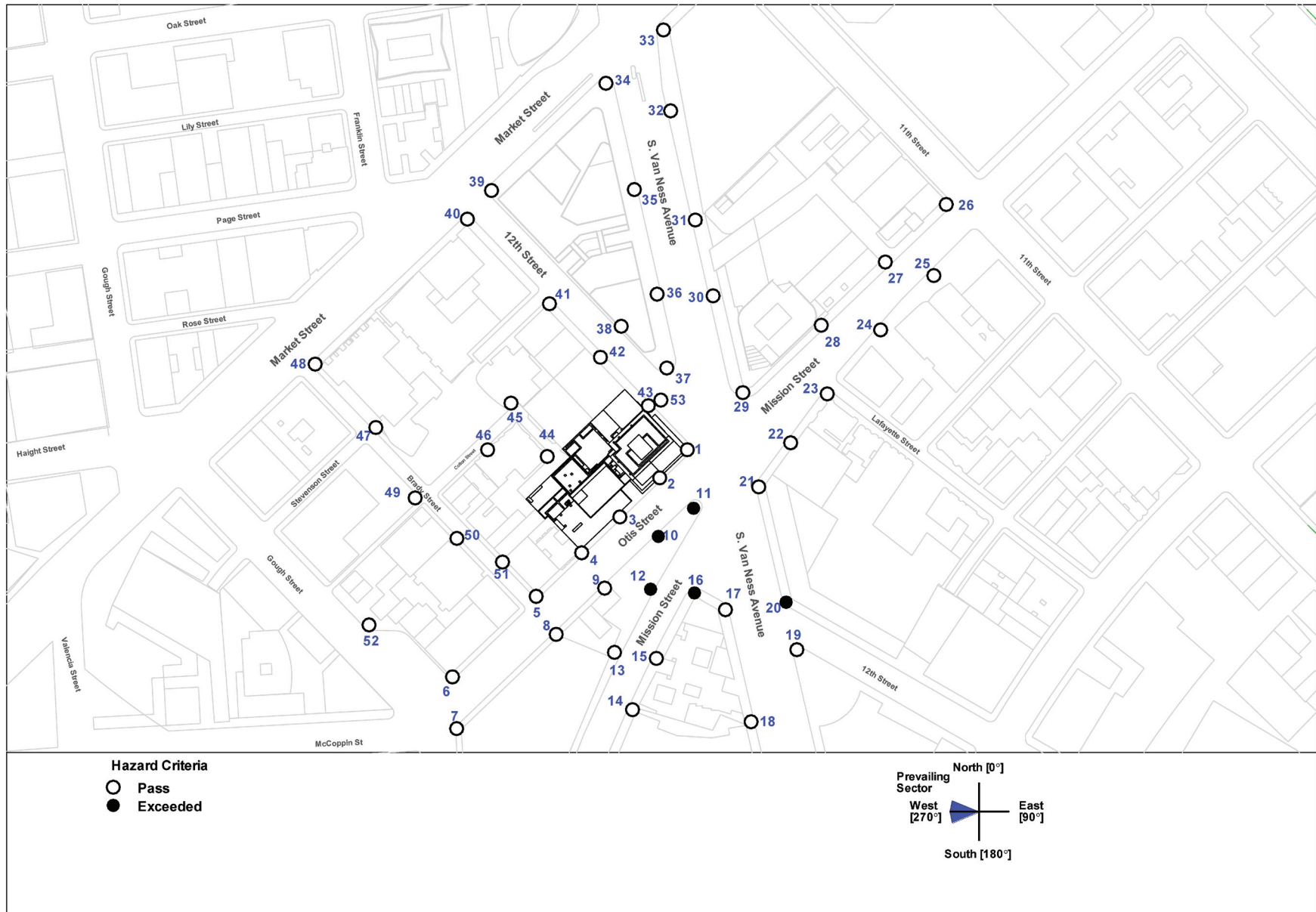
X:\SF Planning Dept\GIS Data\30 Otis\Figure 4-14 Wind Hazard Results - Cumulative Scenario.mxd 6/7/2018

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**FIGURE 4-14: WIND HAZARD RESULTS - CUMULATIVE-SCENARIO**





source: BMT

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**FIGURE 4-15: WIND HAZARD RESULTS - CUMULATIVE-PLUS-PROJECT-SCENARIO**

### ***Wind Reduction Measures Cumulative-Plus-Project Scenario – with Street Trees***

The cumulative-plus-project scenario with street trees modeled wind conditions with mature existing street trees, street trees that would be part of the proposed project, and street trees that would be part of other cumulative development. Such landscaping can be found to reduce adverse wind conditions at the pedestrian level. The scenario included the two-tower 10 South Van Ness Avenue project as that was determined to have a greater wind impact. For the cumulative-plus-project scenario with trees, the hazard exceedance hours would decrease to 27 hours per year, compared to 32 hours per year with the cumulative-plus-project scenario. The number of test points that would exceed the hazard criterion would remain at five, at four of the same locations south of the project site (test points 10, 12, 16, and 20) on Otis and Mission streets, and South Van Ness Avenue; in addition there would be one new location on 12th Street (test point 53) (see **Figure 4-15: Wind Hazard Results – Cumulative-Plus-Project Scenario** and **Figure 4-16: Wind Hazard Results – Cumulative-Plus-Project Scenario With Mature Existing, Project, and Cumulative Trees**, p. 4-71).

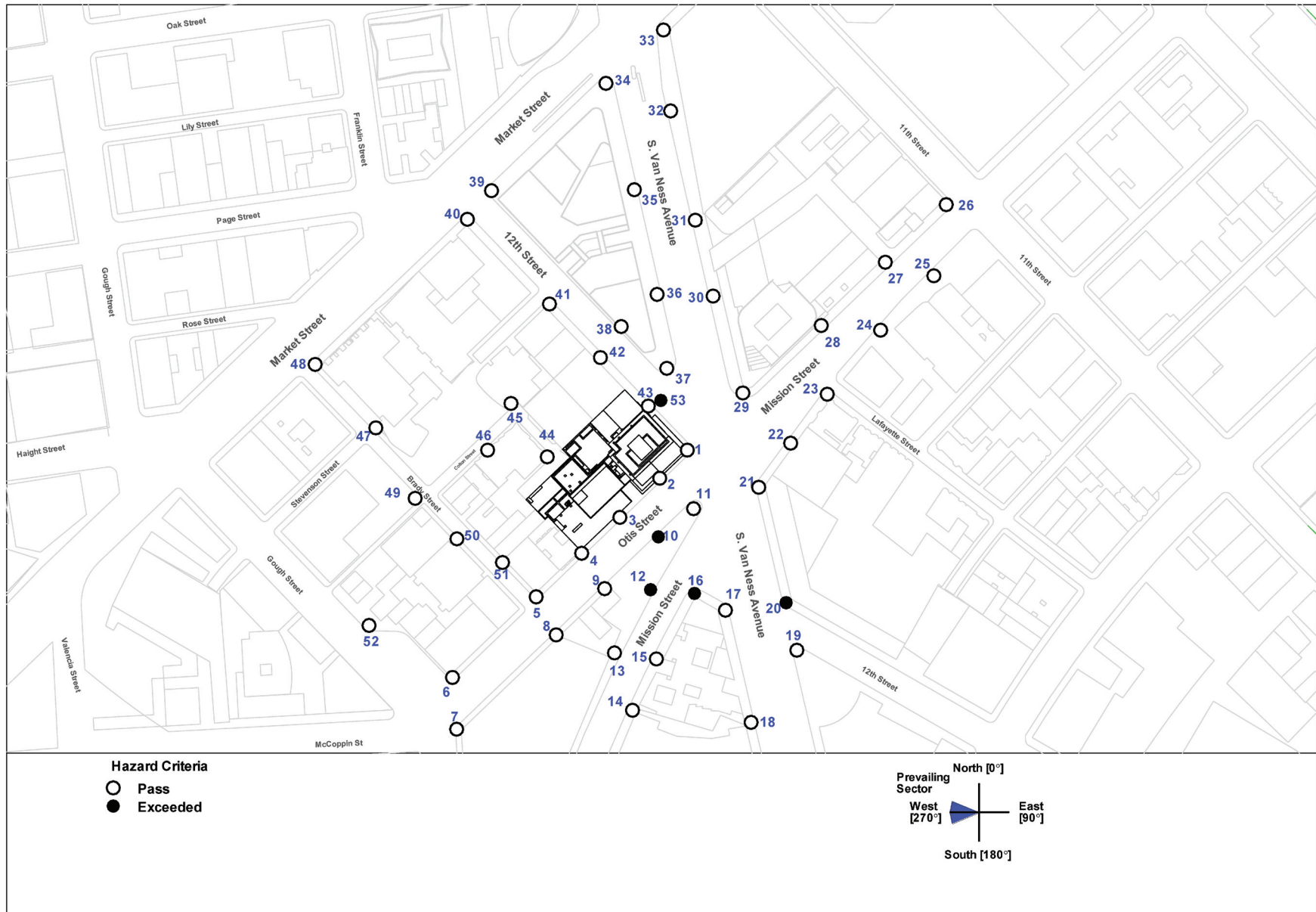
### ***Cumulative-Plus Project Scenario – with Off-Site Wind Screens***

The cumulative-plus-project scenario with off-site wind screens modeled wind conditions with a porous fence around the parking lot between Otis and Mission streets south of the project site, and six, 4-foot-long by 10-foot-high wind screens along the south sidewalk of Otis Street. For the cumulative-plus-project scenario with wind screens, the hazard exceedance hours would decrease to 14 hours per year, as compared to 32 hours per year with the cumulative-plus-project scenario. The number of test points that would exceed the hazard criterion would decrease from five locations to two locations. As noted above, two locations would exceed the hazard criterion under the existing and cumulative-only scenarios. See **Figure 4-17, p. 4-72, Wind Hazard Results – Cumulative-Plus-Project Scenario with Off-Site Wind Screens**.

### **Summary of Cumulative Wind Impact Analysis**

In summary, the cumulative-plus-project scenario would increase the number of hours per year of exceedance under the section 148 wind hazard criterion, to 32 hours per year, compared to the cumulative-only scenario with 9 hours per year. Therefore, the project would make a considerable contribution to a significant cumulative wind impact (a significant impact). Preliminary evaluation of potential on- and off-site wind reduction measures discussed above (street trees and wind screens) demonstrates that such measures would be effective in reducing the contribution to cumulative wind hazard exceedances attributable to the project, but neither would reduce the project's contribution to cumulative wind impacts to a less-than-significant level. Further wind modeling could refine the combination of wind reduction measures needed to reduce the project's contribution to cumulative wind impacts to a less-than-significant level.





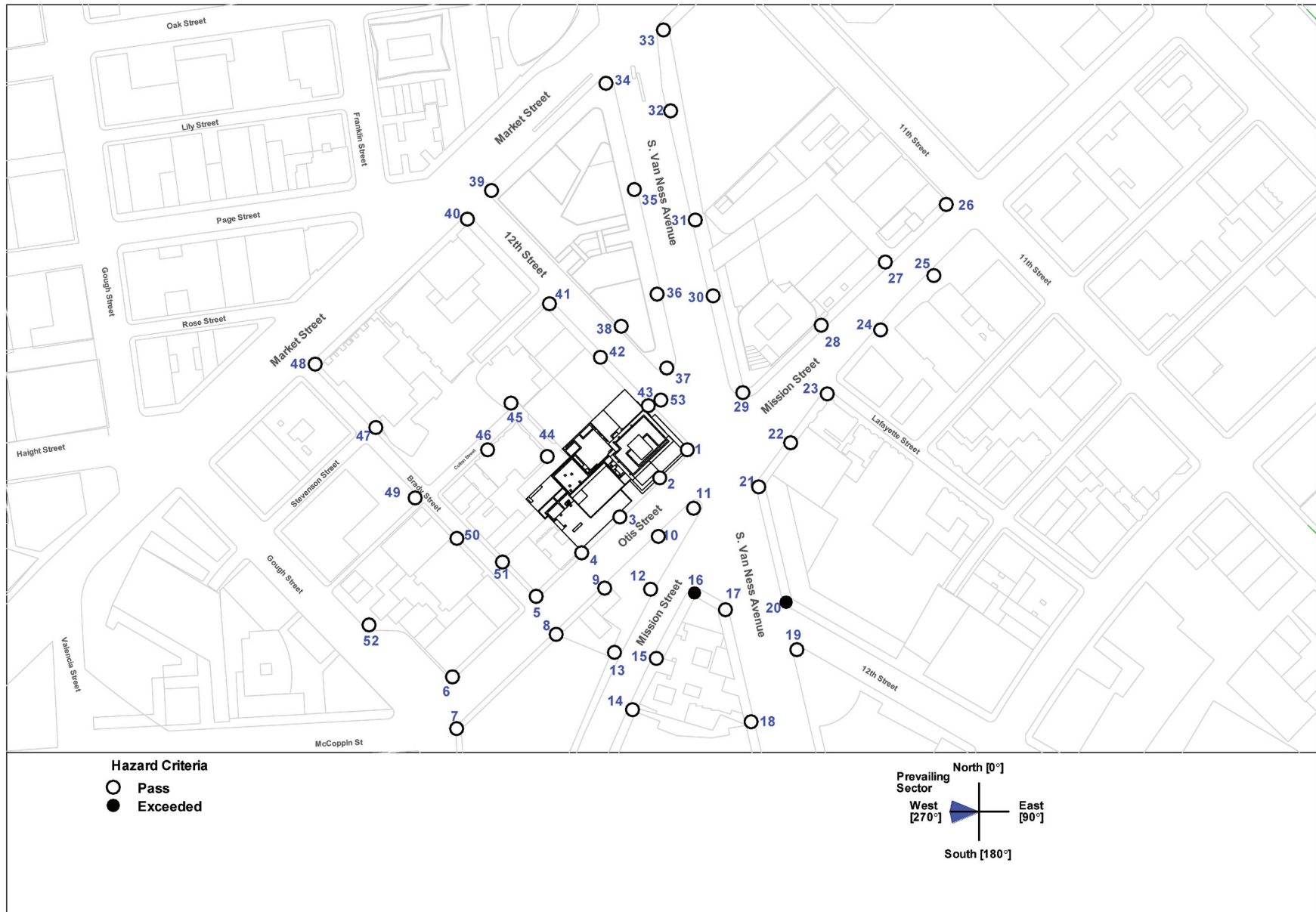
source: BMT

X:\SF Planning Dept\30 Otis St\mxd\Figure 4-15 Wind Hazard Results - Cumulative-Plus-Project Scenario With Mature Existing, Project, and Cumulative Trees.mxd 5/17/2018

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**FIGURE 4-16: WIND HAZARD RESULTS - CUMULATIVE-PLUS-PROJECT-SCENARIO WITH MATURE EXISTING, PROJECT, AND CUMULATIVE TREES**



source: BMT

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**FIGURE 4-17: WIND HAZARD RESULTS - CUMULATIVE-PLUS-PROJECT-SCENARIO WITH OFF-SITE WIND SCREENS**

However, the cumulative setting may change for various reasons prior to completion of project construction. For example, there could be design revisions to one or more of the cumulative development projects considered in the wind impact analysis; new development projects may be proposed in the project vicinity; or economic conditions or other factors could delay or halt construction of one or more of the cumulative projects. Those potential changes in the number, location or design of buildings in the cumulative setting could alter the cumulative wind environment, possibly redirecting wind flows to new locations or changing the intensity of wind flows.

Due to the uncertainty regarding cumulative development in the project vicinity and in order to identify measures to reduce cumulative wind impacts based upon the most current available information on cumulative projects, **Mitigation Measure M-C-WI-1** would be implemented. The measure would require development and implementation of wind reduction measures based on performance standards to reduce off-site wind hazards in the cumulative plus project setting based on best available information. As discussed above, wind tunnel studies have demonstrated reductions in off-site winds with various wind reduction measures, and **Mitigation Measure M-C-WI-1** would require further testing and refinement of wind reduction measures. However, the effectiveness of **Mitigation Measure M-C-WI-1**, is considered uncertain because landscaping such as street trees is considered an “impermanent” feature that may change over time or through the seasons and therefore may not consistently perform in the manner assumed in the wind model. In addition, the feasibility of Measure M-C-WI-1 assumes installation of wind screens on an off-site property not fully under the project sponsor’s control. Thus, the impact is conservatively identified as **significant and unavoidable with mitigation**.

#### **Mitigation Measure M-C-WI-1: Design Measures to Reduce Cumulative Off-Site Wind Impacts**

The project sponsor shall retain a qualified wind consultant to prepare, in consultation with the Planning Department, a wind impact mitigation report that identifies design measures to reduce the project’s contribution to off-site wind impacts in the cumulative-plus-project setting, based on best available information (“the wind report”). Prior to the final addenda approval by the Department of Building Inspection (DBI), the project sponsor shall submit the wind report to the Planning Department for its review and approval. The wind report shall incorporate updated information on cumulative development in the area and shall contain a list of potential wind reduction design measures, along with the estimated effectiveness of each measure to reduce the identified cumulative off-site wind hazards. Such wind reduction design measures may include on-site project design modifications, additions, additional on-site landscaping, or equivalent wind-reducing features; and off-site wind reduction measures such as the landscaping, streetscape improvements or other wind-reducing features, such as wind screens.

The project sponsor shall implement as many of the design measures identified in the wind report as needed to reduce the project's contribution to identified cumulative off-site wind hazards. The Planning Department shall approve the final list of wind reduction measures that the project sponsor shall implement.

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### **Supplemental Information**

The wind study also assessed the existing and proposed wind environment in terms of a comfort criterion. The Planning Department considers the wind comfort criteria enumerated in section 148 when assessing the design of buildings in the C-3 zoning area. Section 148 establishes equivalent wind speeds of 7 mph as the comfort criterion for seating areas and 11 mph as the comfort criterion for areas of substantial pedestrian use. The Planning Department does not consider exceedances of the comfort criteria to be a significant impact for CEQA purposes. While there are no existing public seating areas within the study area, the wind study assessed conditions related to the 7 mph and 11 mph comfort criteria. The results of this assessment are summarized in this section for informational purposes.

#### ***Wind Comfort Analysis***

As noted above, section 148 comfort criteria are not CEQA significance criteria. The comfort criteria and the proposed project's effects on wind comfort are discussed for informational purposes only and are not considered an impact on the physical environment. Under existing conditions, wind speeds in the vicinity of the project site average 11.4 mph for all measurement locations. Winds at 29 of the 53 locations exceed the 11 mph comfort criterion for areas of substantial pedestrian use established by Planning Code section 148. In general, the test points at which the criterion is exceeded are located on South Van Ness Avenue, and Market, Mission, and Otis streets. With respect to the section 148 comfort criterion for seating areas, the 12th Street Plaza proposed as part of the project is not yet designed, but would be expected to include seating areas. Future public plazas on the east side of 12th Street would also be expected to include seating areas.

Under the existing-plus-project conditions, average wind speeds would be similar to existing conditions. The average wind speeds would increase by 0.3 mph, to 12.1 mph, and the number of locations where the comfort criterion is exceeded would increase by three, to 31 of the 53 test locations. Implementation of the proposed project would eliminate six existing comfort exceedances, but would result in eight new comfort exceedances when compared to existing conditions. In general, the proposed project would shield Mission Street such that wind conditions would meet the comfort criterion just north of the South Van Ness intersection at three test points, with wind speeds at these three test points decreasing between 2 mph and 3 mph. The wind conditions south of the proposed project along Otis and Mission streets would no longer meet the comfort criterion at five test points, with wind speeds at these five test

points increasing between 1 mph and 7 mph. Those changes in wind comfort conditions would not be considered environmental impacts.

With the cumulative scenario, wind speeds in the vicinity of the project site would average 11.7 mph for both the 10 South Van Ness two-tower project and one-tower variant for all measurement locations. Wind speeds at locations 29 (single-tower) and 32 (double-tower) of the 53 test locations would exceed the section 148 11 mph pedestrian comfort criterion. In general, the test points at which the criterion would be exceeded are on South Van Ness Avenue, Market, Mission, Otis, and 12th streets. Wind speeds would also exceed the 7 mph comfort criterion for public seating areas in the proposed 12th Street Plaza.

Under the cumulative-plus-project scenario, average wind speeds would be similar to cumulative conditions. The average wind speeds would increase by 0.7 mph under the 10 South Van Ness two-tower project to 12.1 mph and 0.8 mph with the 10 South Van Ness one-tower variant to 12.2 mph. The number of locations where the wind comfort criterion would be exceeded would increase by one, to 33 with the 10 South Van Ness two-tower project and by two, to 31 with the 10 South Van Ness one-tower variant. Those changes in cumulative wind comfort conditions would not be considered environmental impacts.

### *Bicycle Lane Wind Analysis*

For informational purposes, BMT prepared a supplemental wind analysis to assess wind conditions along the bicycle lane on Otis Street, adjacent to the project site.<sup>50</sup> To-date, there are no specific widely accepted standard criteria for the assessment of wind effects on cyclists. However, a criterion used by government agencies in other parts of the world, commonly referred to as the Lawson Criteria, establishes a threshold wind speed and frequency of occurrence at which cyclists would be expected to become destabilized:

- A mean-hourly or equivalent wind speed (whichever is greater) in excess of 33.5 mph occurring once a year is classified as having the potential to destabilize cyclists.

The supplemental wind analysis examined ground level wind speeds at key areas in and around the bicycle lane to determine, based on the Lawson Criteria, the probability of local ground-level wind speeds to have the potential to destabilize cyclists. In addition, BMT reviewed bicycle conditions for existing, existing-plus-project, and cumulative-plus-project scenarios. Under the Lawson Criteria, wind conditions tested along the bicycle lane were below the threshold at which cyclists would be expected to become destabilized. Thus, the project would not adversely affect the ability of bicyclists to use the bicycle lane, under the Lawson criteria.

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<sup>50</sup> BMT Fluid Mechanics. 30 Otis Street Project, *Bicycle Lane Wind Microclimate Study*, May 11, 2018.

The supplemental analysis also assessed wind conditions in the bicycle lanes in accordance with the equivalent wind speed defined in Planning Code section 148. Section 148 establishes a wind hazard criterion for pedestrians as an equivalent wind speed of 26 mph (mean-hourly) which corresponds to 36 mph (one-minute mean). Under the existing-plus-project scenario, one test point in the bicycle lane would exceed this criterion. For the cumulative-plus-project scenario, one test point would exceed the pedestrian wind hazard criterion. When existing and proposed trees were accounted for, the project and cumulative scenarios with trees would comply with the section 148 hazard criterion if it were applied to the bicycle lane.

## 5. OTHER CEQA ISSUES

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This chapter discusses the following topics in relation to the proposed project: growth inducement potential; significant environmental effects that cannot be avoided if the project is implemented; significant irreversible environmental changes that would result if the proposed project is implemented; and areas of controversy and issues to be resolved.

### A. GROWTH-INDUCING IMPACTS

This section analyzes the growth-inducement potential of the proposed project, as required by CEQA Guidelines section 15126.2(d). A project is considered growth inducing if it would directly or indirectly foster substantial employment or population growth, or the construction of substantial number of additional housing units. Examples of projects likely to result in significant adverse growth inducement include extensions or expansions of infrastructure systems beyond what is needed to serve planned growth, and development of new residential subdivisions in areas that are sparsely developed or undeveloped. The project would be located on an infill site, surrounded on all sides by urban uses, and would not result in the extension of infrastructure into undeveloped areas. Population growth that would result from the proposed project would be limited to the project site itself and the project would not directly or indirectly induce growth beyond the project site.

As discussed in Section 2, Population and Housing, p. 26, in the *Initial Study/Community Plan Evaluation* (IS/CPE; see Appendix A), the proposed project would result in a net increase in housing and a net increase in jobs on the project site as follows: an increase of 423 dwelling units and approximately 791 residents; an increase of approximately 6,600 square feet (sf) of art uses for the City Ballet School; and a decrease of approximately 2,600 sf of retail space. There would be an increase of 80 retail employees, 17 building management and service staff, and 12 ballet school staff, for a total of 109 net new employees. The project would not displace existing housing units. The inclusion of 423 new dwelling units would provide additional housing that could be used by future employees at the site. While approximately 37 existing employees from the production distribution and repair, office, and retail uses would be displaced, the project would result in approximately 109 net new employees from proposed residential, retail, and expanded arts activity uses.

These direct effects of the proposed project on population and housing are within the scope of the population and housing growth anticipated under the Market and Octavia Area Plan EIR (PEIR), which addressed the proposed project at a program level. As analyzed in chapter 4.14, Growth Inducement, of the PEIR, the Market and Octavia Area Plan was expected to result in the addition of 4,440 units of housing between 2004 and 2025, or approximately 210 units per



year.<sup>51</sup> Because the proposed project would add 423 dwelling units, its potential for inducing population growth has already been adequately covered by the PEIR and would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Market and Octavia PEIR. Furthermore, the proposed project would contribute to meeting the Association of Bay Area Governments' regional housing objectives; help meet regional goals to focus growth and development by creating compact communities with a diversity of housing, jobs, activities, and services; and increase housing supply. This growth would be consistent with the projections of Association of Bay Area Governments and Metropolitan Transportation Commission Plan Bay Area, which predicts 46 percent of the regions household growth in the three largest Bay Area cities (San Jose, San Francisco, and Oakland) between 2010 and 2040.<sup>52</sup>

Therefore, implementation of the proposed project would increase population growth only to the extent already envisioned in existing regional, local, and area plans, and would not have a direct or indirect growth-inducing impact.

## B. SIGNIFICANT UNAVOIDABLE IMPACTS

In accordance with CEQA section 21067 and CEQA Guidelines sections 15126(b) and 15126.2(b), this section identifies significant environmental impacts that could not be eliminated or reduced to less-than-significant levels by implementation of all identified mitigation measures. The findings of significant impacts are subject to final determination by the San Francisco Planning Commission as part of the certification process for this draft EIR.

As identified in Section 4.B, Historic Architectural Resources, pp. 4-35 to 4-36, under Impact CR-1, the project would demolish the 14-18 Otis Street building. This would materially impair the significance of the historic resource, would cause a substantial adverse impact on the individual historic resource, and would be considered a significant impact under CEQA. Implementation of **Mitigation Measures: M-CR-1a: Documentation of the Historic Resource, M-CR-1b: Interpretation of the Historic Resource, and M-CR-1c: Video Recordation of the Historic Resource** would lessen the impact of the proposed demolition of the 14-18 Otis Street building. However, these mitigation measures would not reduce this impact to a less-than-significant level. There is no feasible mitigation measure that could avoid this project-related historic architectural resource impact. Therefore, the impact to the historic resource on the project site would remain significant and unavoidable.

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<sup>51</sup> San Francisco Planning Department, 2007. Market and Octavia Neighborhood Plan Final EIR. Case No. 2003.0347E; State Clearinghouse No. 2004012118, pp. 4-353. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400.

<sup>52</sup> ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission), 2017. Plan Bay Area 2040 Adopted July 26. p. 47. Available at <http://2040.planbayarea.org/reports>.



As identified in Section 4.C, Construction-Related Transportation and Circulation, pp. 4-49 to 4-57, under Impact TR-1, project construction activities would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially hazardous conditions and would contribute considerably to cumulative construction-related impacts. Implementation of **Mitigation Measures: M-TR-1a: Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction and M-TR-1b: Coordinated Construction Traffic Management Plan** would lessen the construction impact. However, these mitigation measures would not reduce this impact to a less-than-significant level. There is no feasible mitigation measure that could avoid this project and cumulative construction-related transportation and circulation impact. Therefore, the impact would remain significant and unavoidable.

As identified in Section 4.D, Wind, pp. 4-64 to 4-73 under Impact C-WI-1, the construction of the project in combination with other past, present, and reasonably foreseeable future projects, would alter wind in a manner that would substantially affect public areas in the vicinity of the project site. This would result in a significant cumulative wind impact. Implementation of **Mitigation Measure: M-C-WI-1: Design Measures to Reduce Cumulative Off-Site Wind Impacts** would substantially lessen the project's contribution to the cumulative wind impact, but the effectiveness of the mitigation is uncertain because landscaping such as street trees is considered an "impermanent" feature that may change over time or through the seasons and therefore may not consistently perform in the manner assumed in the wind model, and the feasibility of wind screens on an off-site property are not fully under the project sponsor's control. Therefore, the cumulative wind impact would remain significant and unavoidable.

### C. SIGNIFICANT IRREVERSIBLE CHANGES

In accordance with sections 15126.2(c) and 15127 of the CEQA Guidelines, an EIR must identify any significant irreversible environmental changes that could result from implementation of the proposed project. Such significant irreversible environmental changes may include current or future uses of non-renewable resources, secondary or growth-inducing impacts that commit future uses of nonrenewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses. According to the CEQA Guidelines, irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. In general, such irreversible commitments include the uses of resources, such as energy and materials used to construct a proposed project, as well as the energy and natural resources (including water) that would be required to sustain a project and its inhabitants or occupants over the usable life of the project.

No significant environmental damage, such as accidental spills or explosion of a hazardous material, is anticipated with implementation of the proposed project. Compliance with federal, state, and local regulations would ensure that construction and operation activities at the project site would not result in the release of hazardous materials into the environment and that associated impacts would be less than significant (refer to Section 5, Hazards and Hazardous

Materials, pp. 55-58 of the IS/CPE in Appendix A). As such, no irreversible changes – such as those that might result from construction of a large-scale mining project, a hydroelectric dam project, or other industrial project – would result from development of the proposed project.

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. As discussed in Section 17, Agriculture and Forest Resources, pp. 59–60 of the IS/CPE (see Appendix A), the State Department of Conservation designates the site as “Urban and Built-Up Land,” and the site is located in an urbanized area of San Francisco. Therefore, no existing agricultural lands would be converted to non-agricultural uses. In addition, the project site does not contain known mineral resources and does not serve as a mining reserve; thus, development of the proposed project would not result in the loss of access to mining reserves. Refer to Section 16, Mineral and Energy Resources, p. 59 of the IS/CPE. Construction of the proposed project would require the use of energy, including energy produced from nonrenewable resources. Energy consumption would also occur during the operational period of the proposed project. As discussed in Section 4, Transportation and Circulation of the IS/CPE, pp. 29-34, the project site is in an area that is transit-rich and has relatively low vehicle miles traveled per capita compared to the rest of the Bay Area. Thus, implementation of the proposed project would not lead to a wasteful use of fuel. The proposed project would be required to incorporate green building features consistent with the City’s Green Building Ordinance that are anticipated to result in additional reductions in energy use and greenhouse gas emissions. As discussed in Section 7, Greenhouse Gas Emissions of the IS/CPE, pp. 41-43, the proposed project would not result in any significant impacts associated with an increase in greenhouse gas emissions or conflict with measures adopted for the purpose of reducing such emissions because the project would be compliant with the City’s Greenhouse Gas Reduction Strategy. Additionally, the proposed project would not require the construction of major new lines to deliver energy or natural gas as these services are already provided in the area. Therefore, the proposed project would not result in a significant impact associated with the consumption of nonrenewable resources.

#### **D. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED**

Publication of the *Notice of Preparation* (NOP)/IS/CPE initiated a 30-day public review and comment period that began on February 9, 2018, and ended on March 12, 2018. During the review and comment period, a total of three comments were submitted to the San Francisco Planning Department by interested parties: two of which were requests for copies of environmental documents. The comment letter submitted by Caltrans indicates that an encroachment permit would be needed if the project were to encroach on South Van Ness Avenue (U.S. 101). The IS/CPE Section 4, Transportation, and Section 4.B, Transportation and Circulation, in Appendix A, and the transportation study did not identify any aspects of the project or mitigation measures that would require encroachment on South Van Ness Avenue/U.S. 101. The comment letters and emails received in response to the NOP/IS are available for review as part of Case No. 2015-010013ENV. The planning department has

considered the comments made by the public in preparation of the Draft EIR for the proposed project. There are no known areas of controversy or issues to be resolved.

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## 6. ALTERNATIVES

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### A. INTRODUCTION

This chapter identifies alternatives to the proposed project and discusses potential environmental impacts associated with each alternative. The California Environmental Quality Act (CEQA) Guidelines require the analysis of a reasonable range of alternatives to the proposed project or to the location of the project, which would feasibly attain most of the basic objectives of the project and avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines section 15126.6). The range of alternatives required in an *Environmental Impact Report* (EIR) is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit informed public participation and an informed and reasoned choice by the decision-making body (CEQA Guidelines section 15126.6[f]).

CEQA generally defines “feasible” to mean the ability to be accomplished successfully within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors. The following factors may also be taken into consideration when assessing the feasibility of alternatives: site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and the ability of the proponent to attain site control (CEQA Guidelines section 15126.6[f][1]). An EIR need not consider every conceivable alternative but must consider a reasonable range of alternatives that will foster informed decision-making and public participation. City decision-makers could adopt an alternative instead of approving the proposed project if that alternative would substantially reduce or eliminate significant environmental impacts identified for the proposed project, the alternative is feasible and the alternative would achieve most of the proposed project’s objectives. The final determination of feasibility will be made by decision-makers based on substantial evidence in the record, which includes, but is not limited to, information presented in the draft EIR, comments received on the draft EIR, and responses to those comments.

CEQA also requires that a No Project Alternative be evaluated (CEQA Guidelines section 15126.6[e]); the analysis of the No Project Alternative is based on the assumption that the project would not be approved. In addition, an environmentally superior alternative must be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative that would result in the least adverse environmental impacts to the project site and affected environment. If the No Project Alternative is found to be the environmentally superior alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

CEQA Guidelines section 15126.6(c) also requires an EIR to identify and briefly discuss any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. In identifying alternatives, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the basic project objectives.

Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the project objectives, were rejected from further consideration.

As identified in Chapter 4, Environmental Setting and Impacts, if implemented, the proposed project would result in a significant and unavoidable impact related to a historic architectural resource, significant and unavoidable construction-related project-specific and cumulative transportation impacts, and significant and unavoidable impact cumulative wind impacts. Alternatives were selected that would substantially reduce or avoid most of the significant unavoidable impacts identified in this draft EIR.

The focus of the alternatives analysis is on the topics of historic architectural resources, construction-related transportation, and cumulative wind effects. All other environmental topics were identified as less than significant or less than significant with mitigation in the IS/CPE. Therefore, this alternatives analysis does not address other environmental topics.

## A.1 Summary of Project Alternatives

This chapter compares three alternatives:



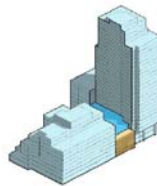

- No Project Alternative
- Full Preservation Alternative
- Partial Preservation Alternative



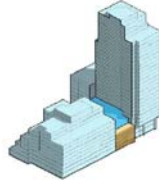
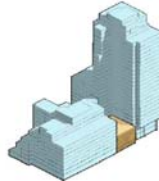
**Table 6-1: Comparison of Alternatives for CEQA Analysis** provides a comparison of the alternative features based on drawings and data prepared by Gould Evans, the project architects. The following discussion of historic resources impacts of the project alternatives is based upon analysis prepared by VerPlanck Historic Preservation Consulting.<sup>53</sup>

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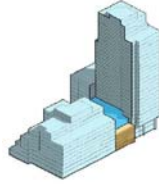
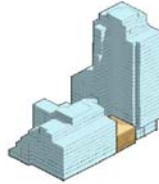
<sup>53</sup> 30 Otis Street Alternatives Memorandum, VerPlanck Historic Preservation Consulting, January 16, 2018.




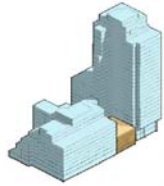
Table 6-1: Comparison of Alternatives for CEQA Analysis



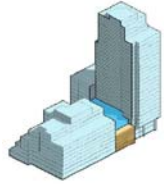

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
<b>Description</b>				
Project Height (Tower/Podium) (feet)	250/85	39	250/85	250/85
Number of stories	27 stories/10 stories	1 story typical, 3 stories max	26 stories/9 stories	26 stories/9 stories
Total number of residential units	423	0	257	294
<b>Total Building Area (square feet)</b>				
Residential (including amenity and lobby)	414,925	0	294,073	313,756
Retail	5,885	6,575	8,903	8,441
Office/Industrial	0	37,725	0	0
Arts Activities (Ballet School)	16,600	10,060	14,365	15,006
Parking	43,215	0	26,433	35,378
Residential Spaces	71	0	37	41
Car-share Spaces	3	0	3	3
Commercial Spaces	0	0	0	0
Bicycle Parking	4,310	0	3,523	4,009
Class 1 Spaces	361	0	282	332
Class 2 Spaces	32	0	30	30

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
<b>Ability to Meet Project Sponsor's Objectives</b>				
	Proposed Project would meet all of the project sponsor objectives.	No Project Alternative would meet none of the project sponsor objectives.	Full Preservation Alternative would meet some of the project sponsor objectives.	Partial Preservation Alternative would meet some of the project sponsor objectives.
<b>Historic Architectural Resources</b>				
Historic Architectural Resources	<u>Impact CR-1:</u> The demolition of the building at 14-18 Otis Street would result in a substantial adverse change to the significance of an individual historical architectural resource as defined by CEQA Guidelines section 15064.5(b). (SUM)	No impact	Less than the proposed project (LTS)	Same impacts as the proposed project though slightly reduced (SUM).
Off-Site Historic Resources	<u>Impact CR-2:</u> The demolition and new construction on the project site would not have a substantial adverse effect on any identified off-site historical resources. (LSM)	No impact	Same as the proposed project (LSM)	Same as the proposed project (LSM)



	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<b>Impact C-CR-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource. (LTS)	No impact	Same as the proposed project (LTS)	Same as the proposed project (LTS)
<b>Construction-Related Transportation</b>				
Temporary construction effects	<b>Impact TR-1:</b> The proposed project construction activities would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially significant delays to transit. (SUM)	No impact	Same as the proposed project (SUM)	Same as the proposed project (SUM)

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<b>Impact C-TR-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts with substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would result in potentially hazardous conditions and significant delays to transit. (SUM)	No impact	Same as the proposed project (SUM)	Same as the proposed project (SUM)
<b>Wind</b>				
Project effects	<b>Impact WI-1:</b> The proposed project would not alter wind in a manner that substantially affects public areas in the vicinity of the project site (LTS)	Slightly greater than the proposed project	Same as the proposed project (LTS)	Same as the proposed project (LTS)

	<b>Proposed Project</b> 	<b>No Project Alternative</b> 	<b>Full Preservation Alternative</b> 	<b>Partial Preservation Alternative</b> 
Cumulative	<b>Impact C-WI-1:</b> The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would alter wind in a manner that would substantially affect public areas in the vicinity of the project site. (SUM)	Less than the proposed project (LTS)	Same as the proposed project although substantially lessened (SUM)	Same as the proposed project (SUM)
NI = no impact; LTS = less than significant; LSM = less than significant with mitigation; S = significant; SU = significant unavoidable; SUM = significant and unavoidable impact with mitigation				

## **B. NO PROJECT ALTERNATIVE**

CEQA Guidelines section 15126.6(e) requires that, among the project alternatives, a “no project” alternative be evaluated. CEQA Guidelines section 15126.6(e)(2) requires that the no project alternative analysis “discuss the existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and policies and consistent with the available infrastructure and community services.” As noted in CEQA Guidelines section 15126.6, “[s]uch a discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project is approved” and “[i]f disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed.”

### **B.1 Description**

Under the No Project Alternative, the existing conditions characterizing the 36,042-square-foot 30 Otis project site would not change. The five buildings that are currently on the site, including the one-story auto repair facility at 74 12th Street, the one-story carpet store at 90-98 12th Street, the three-story light-industrial loft building at 14-18 Otis Street, the two-story light industrial building at 30 Otis Street, and the one-story auto repair facility at 38 Otis Street, would be retained in their current condition. Compared to the project, there would be no new construction of a mixed-use (residential and retail) building consisting of an 85-foot-tall podium structure on Otis Street and a 250-foot-tall tower on 12th Street. There would be no changes to the circulation system that serves the project site. The No Project Alternative would not preclude future development of the site with a range of land uses that are permitted under existing zoning and land use regulations. The project site would remain under the existing zoning, density, and height and bulk standards, as defined by the Planning Code. Under the No Project Alternative, it is assumed that existing land uses – principally auto repair/light industrial, commercial and retail uses – would remain into the near future.

### **B.2 Impacts**

#### **Historic Architectural Resources**

Under the No Project Alternative, the existing building at 14-18 Otis Street would not be demolished. The building, which has been determined to be eligible for listing on the California Register of Historical Resources (CRHR), and thus is a historic resource under CEQA for purposes of this EIR, would be retained. Therefore, compared to the proposed project, which would result in significant unavoidable project-level impacts to historic architectural resources, the No Project Alternative would not result in any impacts related to historic architectural resources.

## Transportation

The No Project Alternative would retain existing conditions at the project site. Under existing conditions, sidewalks are present on all frontages, except where Colusa Place meets Chase Court. There are seven curb cuts along the project site. Pedestrian amenities such as continental crosswalks and curb ramps are also present at the adjacent signalized intersection of South Van Ness Avenue/12th Street/Otis Street. There are three yellow loading spaces flanking the driveway at 38 Otis Street, and a Muni bus stop and red zone at the corner of Otis and 12th streets, fronting 14-18 Otis Street and 98 12th Street. Because land uses would not change, the site would not generate new person-trips, transit trips, pedestrian trips, bicycle trips, or vehicle trips, and no construction impacts related to transportation.

Compared to the proposed project, the No Project Alternative would not require construction activities on Otis and 12th streets that would disrupt transit, bicycle, and pedestrian activities near the project site that would be significant construction-period transportation impacts. A significant cumulative impact on pedestrians, bicyclists, and transit from hazards with the construction vehicle traffic of overlapping public and private projects in the vicinity could still occur under the No Project Alternative, but the project would not contribute to this cumulative impact.

## Wind

Under the No Project Alternative, the project site would remain in its existing condition, with five buildings, ranging from one to three stories on the project site. Existing wind conditions in the vicinity would continue, with two of the 53 wind study test points exceeding the wind hazard criterion under Planning Code section 148, with the total duration of hazardous winds reaching 9 hours per year (as shown on Table 4-4, p. 4-64). The test points at which the hazard criterion is exceeded are on the southeastern sidewalk of Mission Street, near the intersection with South Van Ness Avenue.

Compared to the No Project Alternative (existing conditions), wind conditions with proposed project (existing-plus-project scenario) would reduce the number of exceedances of the hazard criterion to one test point. The existing-plus-project scenario would reduce the total number of exceedance hours from nine hours per year to four hours per year. Thus, wind conditions under the No Project Alternative would be slightly greater than with development of the proposed project.

With the No Project Alternative and future cumulative development (cumulative-only scenario in Table 4-4), wind conditions would be the same as the existing conditions, with two test points exceeding the hazard criterion for a total of up to nine hours per year. The locations of the test points that would exceed the hazard criterion would change from the south side of Mission Street east of South Van Ness Avenue (test point locations 21 and 23) to along South Van Ness Avenue near the intersections of Mission Street (test point location 16) and 12th Street (test point location 20). Although the No Project Alternative would not increase the number of hours per

year exceeding the wind hazard criterion in the cumulative scenario, it would introduce two new locations of wind hazard exceedances, a significant impact.

In comparison, the proposed project and future cumulative development (cumulative-plus-project scenario) would increase the number of test points that would exceed the hazard criterion and the number of hours per year that winds would exceed the hazard criterion compared to the cumulative-only scenario without the project. With the cumulative-plus-project scenario, the total number of hazard exceedance hours would increase by up to 23 hours. Five test points would exceed the hazard criterion, with the cumulative-plus-project scenario, compared to two test points with the No Project (cumulative-only) conditions. Cumulative-plus-project impacts would be a significant, unavoidable impact on wind conditions.

Under the No Project Alternative, cumulative wind impacts would be substantially reduced relative to under the proposed project; however, the project would not contribute to the significant cumulative wind impact in the project area.

### **Other Environmental Topics**

Because there would be no physical changes on the project site under the No Project Alternative, the No Project Alternative would not change conditions in the following areas: land use and land use planning; population and housing; archeological resources and human remains; operational transportation and circulation; noise; air quality; greenhouse gas emissions; shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources. Additionally, compared to the proposed project, the No Project Alternative would not have any significant impacts.

### **Ability to Meet Project Objectives**

Because the project would not be implemented, the No Project Alternative would not achieve any of the project sponsor's objectives for the project. In particular, objectives to redevelop a large, underused site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial and retail uses, open space amenities, and arts activity space for the City Ballet School with a project that achieves high-quality urban design and sustainability standards would not be achieved. Refer to Chapter 2, Project Description, pp. 2-1 – 2-2, for a complete list of the project objectives.

## **C. FULL PRESERVATION ALTERNATIVE**

### **C.1 Description**

With the Full Preservation Alternative, the 14-18 Otis Street building would be retained and rehabilitated as part of the proposed project and the tower would be reduced (narrowed) by approximately 50 feet in width, resulting in a gap between the tower and the podium portions of the building. An approximately 7,750-gsf, two-story, vertical addition would be built atop the

existing 14-18 Otis Street building. The addition would be set back 15 feet from the parapet at the fourth-floor level and 30 feet at the fifth-floor level. The use of the property would change from light industrial to mixed-use residential/retail. The primary façade would be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation, described in Section B. Historic Architectural Resources, pp. 4-24 – 4-25, above, with non-character-defining features removed, including the main entrance and the filled-in storefronts on the first-floor level. These missing features would be replaced with new features that would be compatible with the unchanged portions of the primary façade.

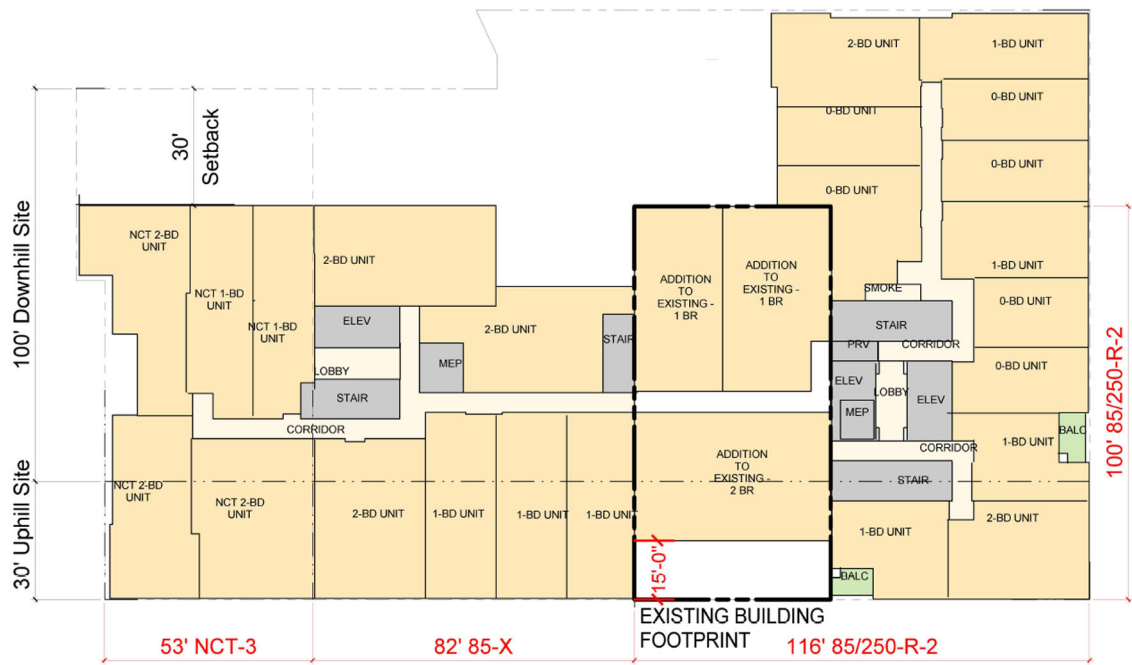
The Full Preservation Alternative would demolish the remaining four buildings on the project site and replace them with a new building, creating substantial new development within the immediate proximity of the 14-18 Otis Street building. The new building would be built on Lots 010, 012, 016, and 018, and the existing 14-18 Otis Street building would remain on Lot 013. The new building would share a single foundation slab and two basement levels, but it would be built as two separate structures, including an 85-foot-tall podium building on Otis Street, and a 250-foot-tall tower at 12th and Otis streets. The tower would be reduced by approximately 50 feet in width. Access to the residential units would be at the third-floor level and through the basement garage. With the Full Preservation Alternative, the new building would contain 294,073 square feet (sf) of residential space in 257 units, including 51 studios, 112 one-bedroom units, 93 two-bedroom units, and one three-bedroom unit. The building would also contain 8,903 gsf of retail space divided among three sections. (See **Figures 6-1 to 6-6, pp. 6-12 to 6-17**, for representative Full Preservation Alternative site plans). In addition, 14,365 gsf on the first-floor level would be the City Ballet School. The ballet school space would be along 12th Street and extend into the building, with the studios wrapping around behind the exterior walls of the 14-18 Otis Street building.

With the Full Preservation Alternative, however, there would be no ballet school auditorium. The auditorium would require 50-foot clear spans and such spans would not be possible because the structural columns to support the tower and the podium sections would have to be inserted into that space. The basement of the building would have 40 vehicle parking spaces (37 residential spaces and three car-share spaces) and 282 *class 1* and 30 *class 2* bicycle parking spaces. Compared to the proposed project, this would be 34 fewer vehicle parking spaces, and 150 *class 1* and one *class 2* fewer bicycle parking spaces. As with the proposed project, garage access would be from 12th Street, with a single off-street loading space on 12th Street. Loading operations for the City Ballet School would be identical to the proposed project. The 12th Street plaza would be slightly smaller and would include fewer amenities compared to the proposed project.

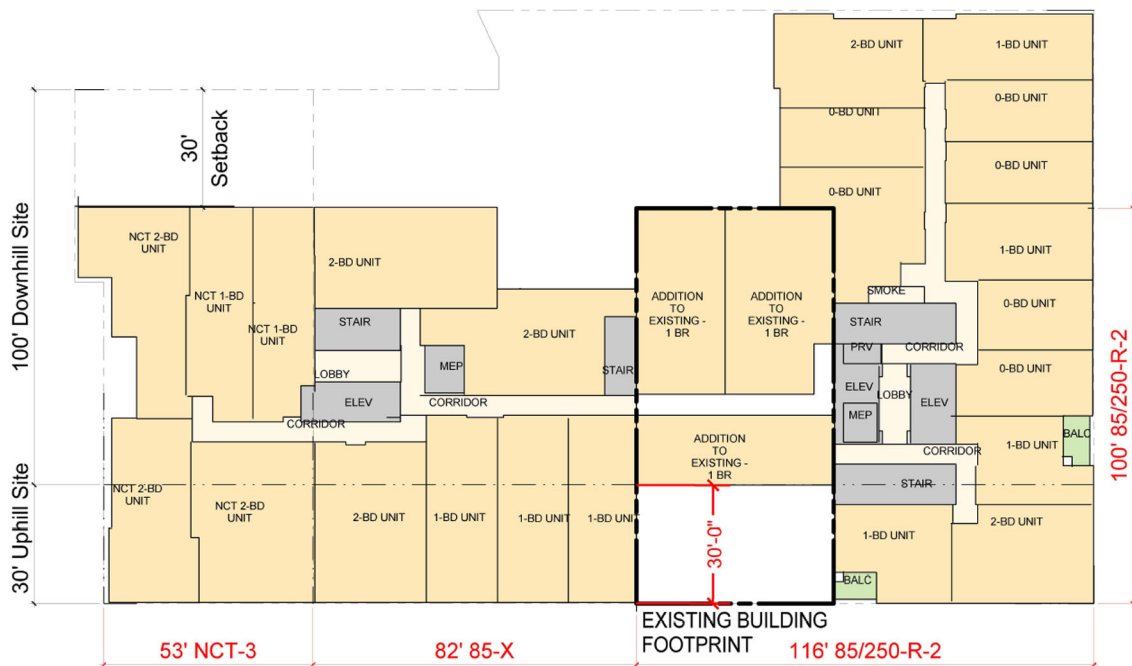




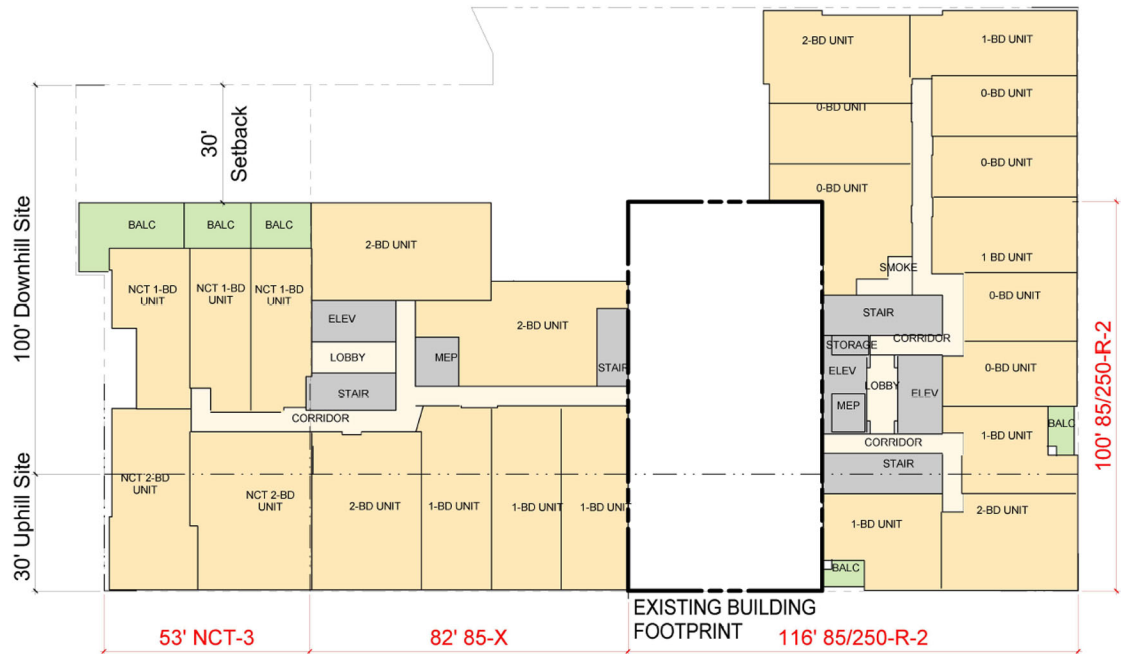




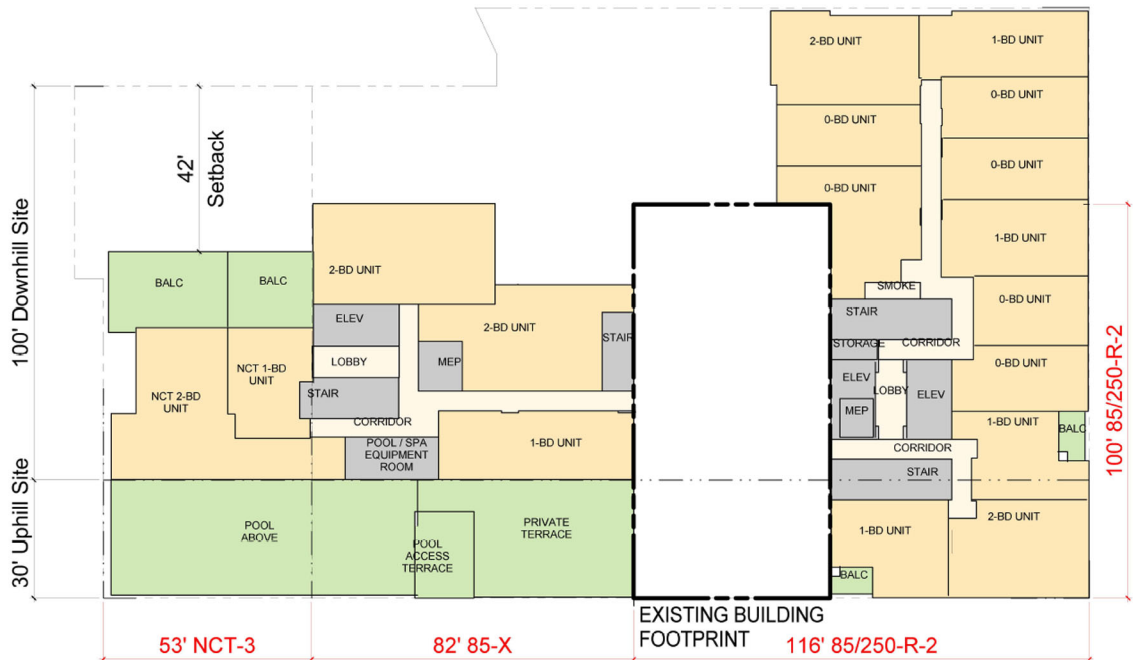
Level 4



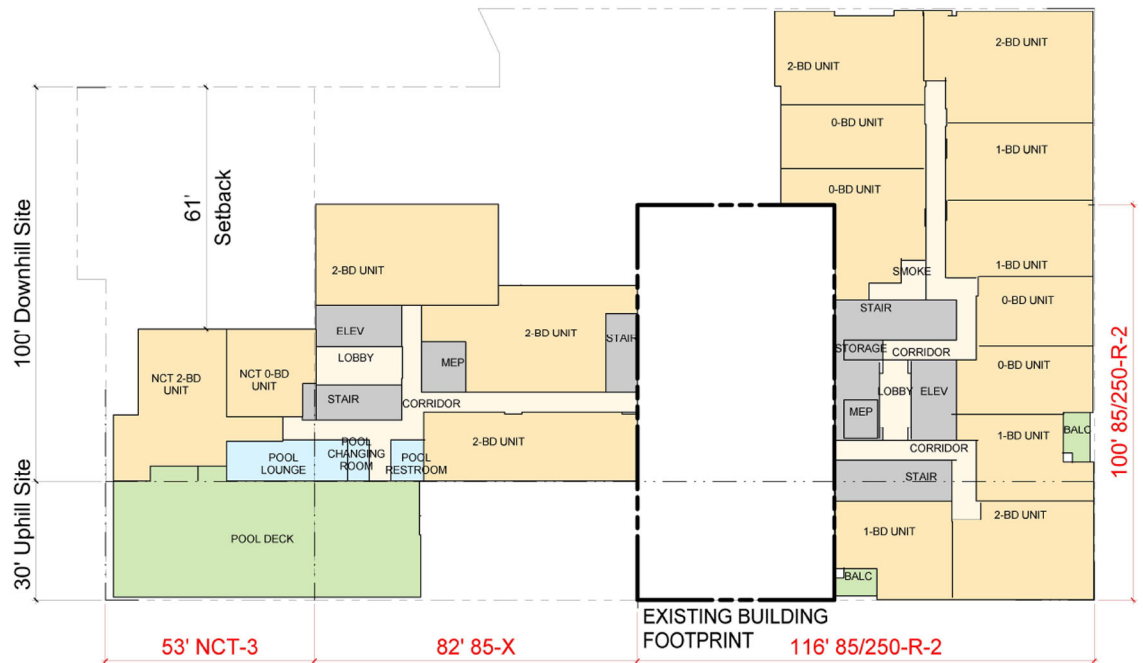
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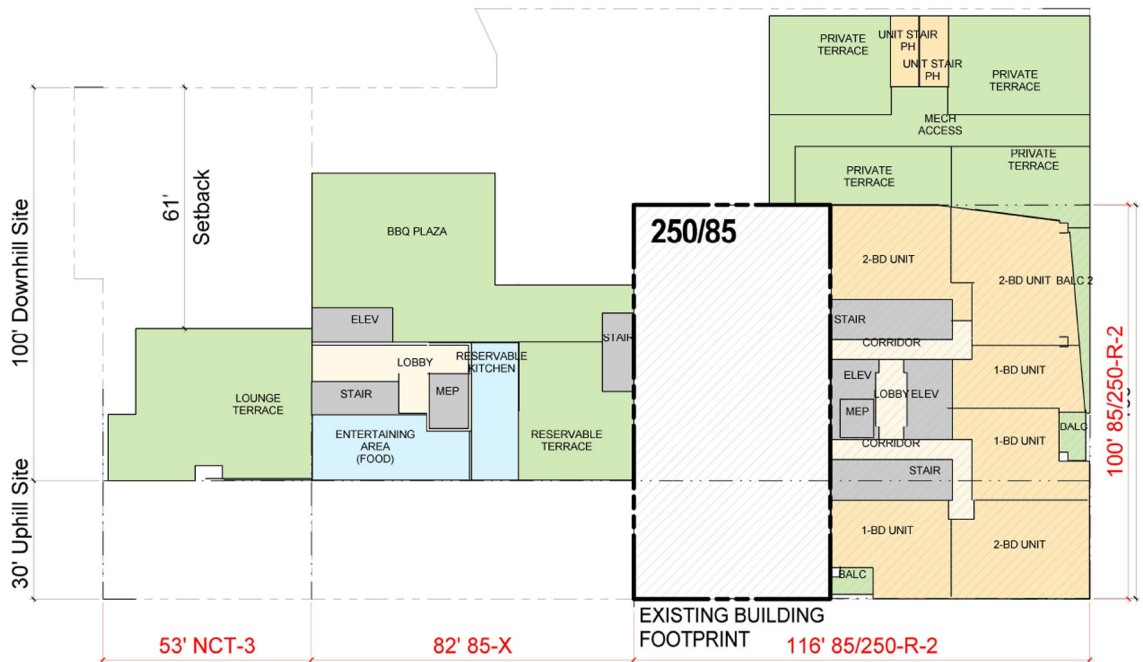
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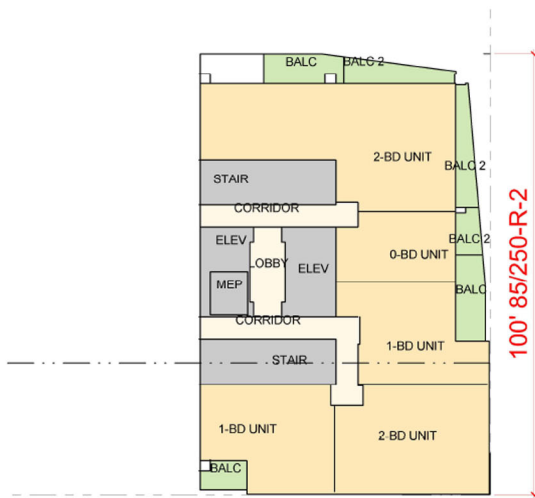
Level 8



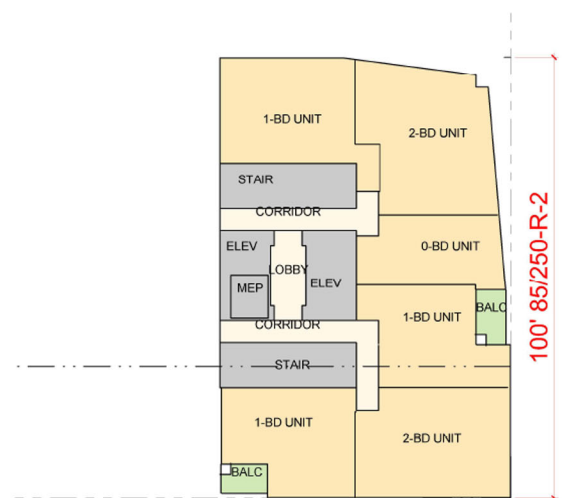
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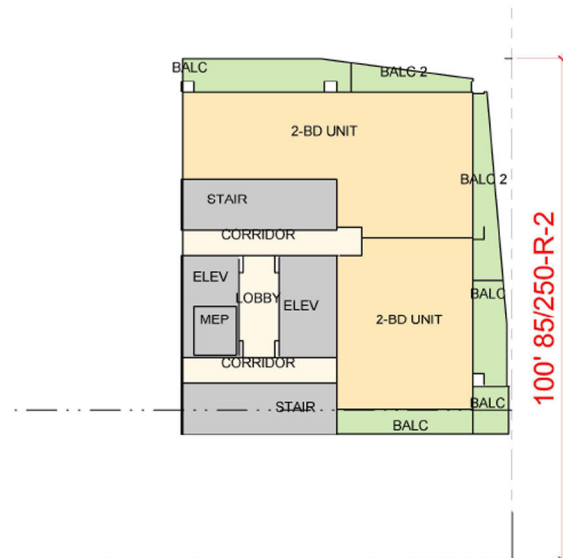
Level 10



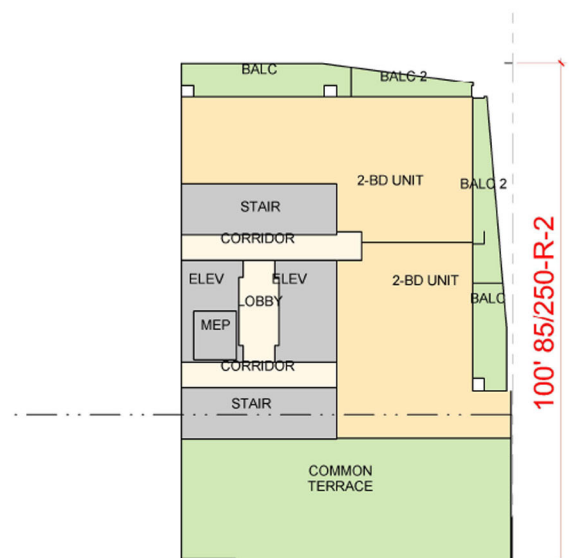
Level 21



Level 11



Level 26



Level 25

The interior of the 14-18 Otis Street building would be rehabilitated for new uses. The first-floor level would contain retail space at the front and space for a City Ballet School studio and dressing rooms at the rear. The second-floor level would contain three residential units at the front and common amenity space at the rear. The third-floor level would contain five residential units, including three at the front and two at the rear. The new fourth- and fifth-floor levels would each contain three residential units. The new floors above the rear portion of the existing 14-18 Otis Street building may require supporting columns and beams to be inserted into the 14-18 Otis Street building. None of this structural or other internal work would be visible from a public right-of-way.

To integrate the two buildings, the podium portion of the proposed project would need to align with the existing floor-to-floor ceiling heights of the 14-18 Otis Street building. To create this alignment, higher floor-to-floor ceiling heights would be required in the second and third-floor levels of the podium. The increase floor-to-floor ceiling heights along the second- and third-floors would result in the Full Preservation Alternative having nine stories in the podium building (one less than the proposed project), and 26 stories in the tower (one less than the proposed project) (see **Figure 6-7: Full Preservation South and East Elevations, p. 6-19**).

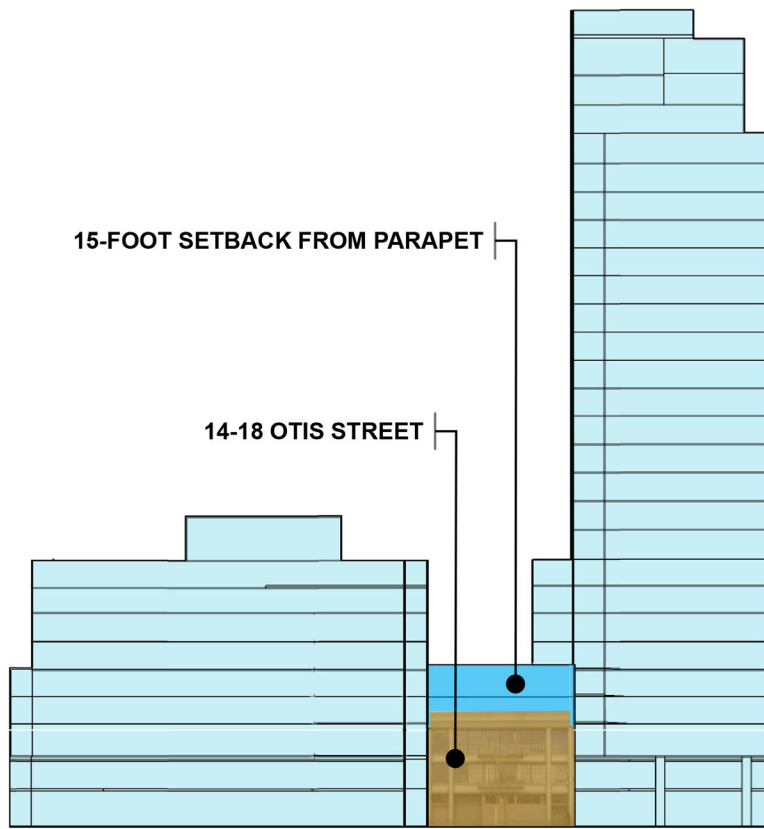
As with the proposed project, the project sponsor anticipates that construction of the Full Preservation Alternative would span approximately 22 months, with three phases: (1) demolition, (2) excavation and shoring, and (3) construction. The construction equipment and staging for this alternative would also be similar to the proposed project.

## C.2 Impacts

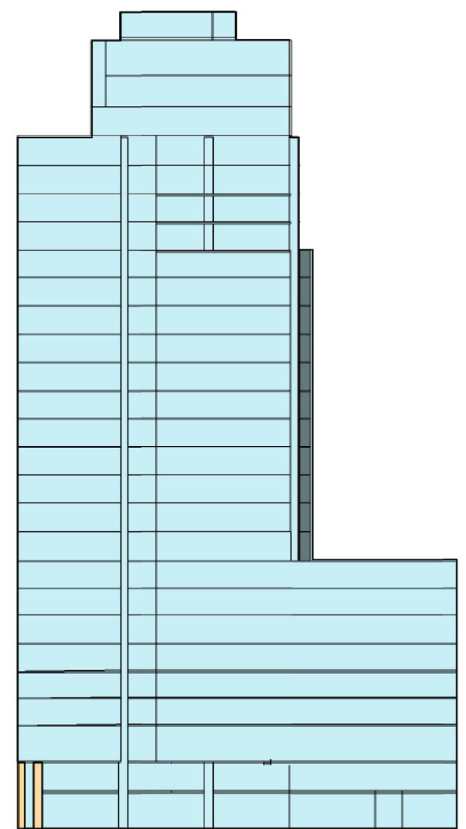
### Historic Architectural Resources

The Full Preservation Alternative as currently designed would meet all of the Secretary of the Interior's Standards for Rehabilitation, described in section B.1 Historic Architectural Resources, p. 4-24, above, and would avoid the physical loss of a CRHR-eligible historical resource. CEQA Guidelines section 15064.5(b) (3) includes a presumption that a project that complies with the Secretary's standards would generally have a less-than-significant impact on a historical resource. Therefore, no mitigation measures for historic resource impacts would be required for the Full Preservation Alternative, unlike under the proposed project.

The Full Preservation Alternative would retain the existing historic resource at 14-18 Otis Street and adapt it for use, while also integrating it into the larger project in a way that minimally impacts the historical resource. As the Full Preservation Alternative would comply with the rehabilitation standards, it would not adversely affect the historic resource, and would not have a significant impact under CEQA, as compared to the significant unavoidable impact of the proposed project.



South Elevation



East Elevation

- NEW CONSTRUCTION
- ADDITION
- EXISTING BUILDING

### 30 OTIS STREET PROJECT

Case No. 2015.010013ENV

Source: Gould Evans

FIGURE 6-7: FULL PRESERVATION  
SOUTH AND EAST ELEVATIONS



## Transportation and Circulation

The Full Preservation Alternative would use a similar construction scenario as the proposed project. Because the excavation and foundation would be the same as required for the proposed project, it is assumed there would be a peak of 75 daily construction trucks, and an average of 50 daily truck trips during demolition, excavation, and shoring. During all other stages of construction, there would be a peak of 25 trucks, with an average of 5 to 12 daily construction trucks. This alternative would use the same construction staging as the proposed project in the area of the proposed 12th Street Plaza adjacent to the project site, and on Otis Street. Trucks would access the 12th Street staging area via Market Street and the Otis Street staging area via South Van Ness or Mission Street.

Construction of the Full Preservation Alternative would require demolition, relocation, or delay of the planned Otis Street bus-boarding island, and construction maneuvers on Otis Street would create substantial interference to pedestrians, bicycles, and potentially significant delays to transit vehicles. Construction-related transportation impacts would be generally the same as the proposed project. As with the proposed project, construction impacts related to transportation would be considered significant with the Full Preservation Alternative. While **Mitigation Measures M-TR-1a: Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction** and **M-TR-1b: Construction Management Plan** would also apply to this alternative, construction of the alternative would result in construction-related transportation impacts that would remain significant and unavoidable with mitigation.

Similarly, cumulative construction-related transportation impacts of the Full Preservation Alternative would be generally the same as the proposed project. As with the proposed project, construction of the Full Preservation Alternative may overlap with the construction of other nearby projects. Implementation of **Mitigation Measures M-TR-1a: Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction**; and **M-TR-1b: Coordinated Construction Traffic Management Plan** would reduce, but would not avoid, the significant cumulative impacts related to hazards between construction activities and pedestrians, bicycles, and delays to transit vehicles. Therefore, construction of the alternative, in combination with cumulative projects, would contribute considerably to cumulative construction-related transportation impacts, which would remain significant and unavoidable with mitigation.

## Wind

Under the Full Preservation Alternative, the 14-18 Otis Street building would be retained, the four other existing buildings on the project site would be demolished, and a tower the same height as the proposed project would be constructed. The Full Preservation Alternative would have a reduced tower width of 50 feet and a gap between the nine-story podium and the tower. BMT conducted a wind tunnel test of Full Preservation Alternative in the existing and



cumulative scenarios, as presented in **Table 6-2: Wind Study Summary – Full Preservation Alternative**.<sup>54</sup>

**Table 6-2: Wind Study Summary – Full Preservation Alternative**

	Scenario	Average Hazard Wind Speed One Hour/Year (mph)	Hours/Year of Hazard Exceedance	Change in Hours/Year Relative to Existing	Number of Hazard Exceedance Locations
1	Existing	25.2	9	N/A	2
2	Existing-Plus-Project	26.3	4	-5	1
3	Existing-Plus-Full Preservation	26.3	5	-4	2
4	Cumulative Only	25.2	9	0	2
5	Cumulative-Plus-Project	26.3	32	23	5
6	Cumulative-Plus-Full Preservation	25.5	9	0	4

Source: BMT

With the existing-plus-full preservation scenario, the number of test points that would exceed the hazard criterion would remain at two, the same as under existing conditions, and the total duration of hazardous winds would decrease by four hours per year compared to the existing scenario. In comparison, the proposed project would reduce the number of hazard locations to one location, and would lower the number of hours of exceedance by five hours per year. Therefore, the Full Preservation Alternative would have the same less-than-significant project-level wind impacts as the proposed project, but these impacts would be slightly greater than the proposed project.

With the cumulative-plus-full preservation scenario, four test point locations would exceed the hazard criterion, compared to two test points in the existing and cumulative-only scenarios. The total duration of hazardous winds would be nine hours per year, the same as under the existing conditions and cumulative-only scenarios. The Full Preservation Alternative would eliminate any increase in the total duration of hazardous winds; however, it would redistribute the location of wind hazard exceedances from two existing locations to four locations (two existing and two new locations). In comparison, under cumulative conditions, the proposed project would exceed the hazard criterion at five test points for a total of 32 hours, an increase of one test point location and 23 hours relative to the Full Preservation Alternative. Therefore, the Full Preservation alternative would substantially lessen the duration of hazardous winds as compared to the project and would reduce the number of locations of wind hazard exceedances in the cumulative scenario.

<sup>54</sup> BMT Fluid Mechanics. *30 Otis Street Project, Wind Microclimate Study*, May 11, 2018.

As with the proposed project, the Full Preservation Alternative would make a considerable contribution to the significant cumulative wind impact due to the introduction of two new hazard criterion exceedance locations, although the number of exceedance hours would be substantially lessened relative to the proposed project. **Mitigation Measure M-C-WI-1: Design Measures to Reduce Off-Site Cumulative Wind Impacts** would also apply to this alternative and would reduce its contribution to the cumulative wind impact. The cumulative impact of the Full Preservation Alternative would remain significant and unavoidable with mitigation for the same reasons as the proposed project, although the impact would be substantially lessened as compared to the proposed project.

### **Environmental Topics Analyzed in the IS/CPE**

Under the Full Preservation Alternative with its reduced development, project impacts related to the intensity of development as identified in IS/CPE, such as population and housing, recreation, utilities and service systems, and public services, would be correspondingly reduced as compared to the proposed project, and would continue to be less than significant. Impacts related to operational transportation, noise, air quality, greenhouse gas emissions, and energy also would be reduced given the reduced building size, compared with the proposed project, and also would be less than significant. Other impacts for environmental topics related to the footprint and location of the proposed development, such as land use and land use planning, hazards and hazardous materials, mineral resources, agricultural/forest resources would be the same as or very similar to the impacts of the proposed project and would be less than significant, as with the proposed project.

Construction-related activity associated with development of the project site would result in comparable impacts under both the proposed project and the Full Preservation Alternative for environmental topics such as archeological resources, noise, air quality, geology and soils, hydrology and water quality, because excavation and construction under this alternative would be similar to the proposed project. As with the proposed project, impacts would be less than significant with implementation of applicable mitigation measures identified in the IS/CPE, which would be applicable to the Full Preservation Alternative.

### **C.3 Ability to Meet Project Objectives**

The Full Preservation Alternative would meet most of the project objectives, including: redevelop an underused site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial and retail uses, open space, and arts activity space for the City Ballet School; provide modern and upgraded facilities for the City Ballet School; create a mixed-use project consistent with the General Plan and zoning controls; build a substantial amount of units to help alleviate the current housing shortage; promote the development of affordable housing units in San Francisco; provide an attractive plaza at the corner of 12th Street and South Van Ness Avenue; provide streetscape improvements, and neighborhood services on the ground floor to serve residents, neighbors, and nearby workers; produce a varied, high-quality architectural and landscape design; and construct a high-quality project that includes a

sufficient number of residential units to make the redevelopment economically feasible and to subsidize the reconstructed City Ballet School.

However, the Full Preservation Alternative would not meet the project sponsor's objective to create performance space for the City Ballet School that also can be used as a new community amenity space for rent to the public due to reduced ceiling heights necessary for retaining the 14-18 Otis Street building, unlike the proposed project. The modified design of the proposed project under the Full Preservation Alternative would partially meet the project sponsor's objective of producing a high-quality, varied, architectural and landscape design that is compatible with its surrounding context, although to a lesser degree than the proposed project. This is because design of the podium level of the Full Preservation Alternative would be altered to retain the 14-18 Otis Street building.

By reducing the size of the residential building, the Full Preservation Alternative would provide 166 fewer units (40 percent fewer) as compared to the proposed project, with a corresponding reduction in affordable housing units. As a result, this alternative would not fully meet the project sponsor's ability to meet project objectives of developing the site at an intensity and density that takes advantage of the area's transit resources. In addition, the cost to construct the Full Preservation Alternative would be only slightly lower than the proposed project, but the reduction in units would result in a 40 percent lower economic return, which would not fully meet the project objective related to economic feasibility, which in turn, would reduce the project sponsor's funding for high-quality architectural and landscape design, subsidization of the reconstructed City Ballet School, and in-kind payments for the 12th Street plaza.

The Full Preservation Alternative would meet most of the project sponsor's basic objectives; however, it would not meet the objective of providing a performance space. Besides not meeting this objective, the ability to meet five of the 11 project objectives would be lessened for the Full Preservation Alternative relative to the proposed project due to the 40 percent reduced unit count and architectural design changes. See Chapter 2, Project Description, Section 2.B, Project Sponsor Objectives, p. 2-1, for a complete description of the project objectives.

## **D. ALTERNATIVE B: PARTIAL PRESERVATION ALTERNATIVE**

### **D.1 Description**

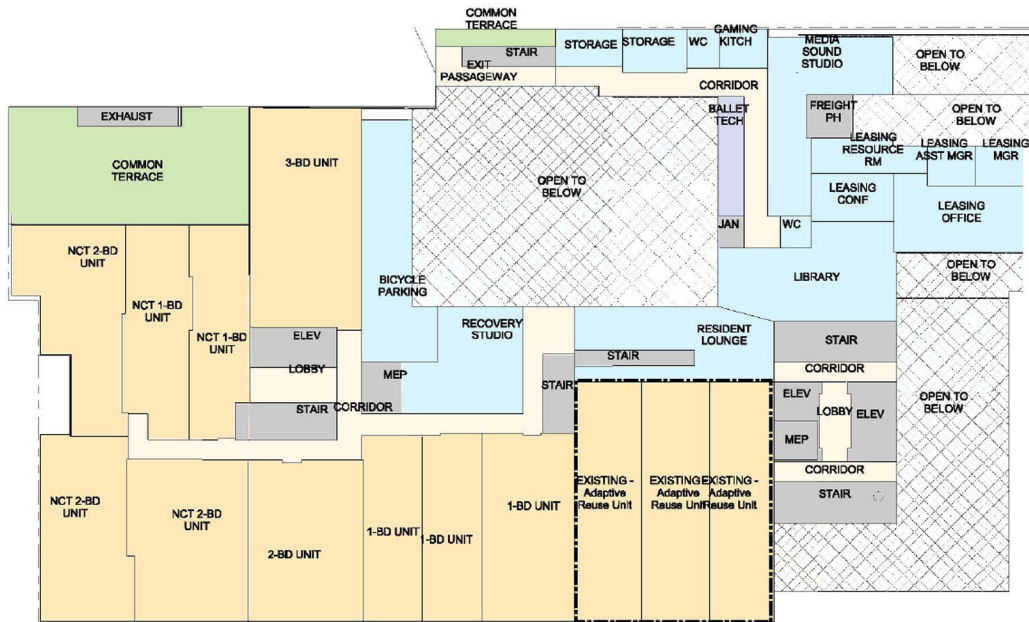
With the Partial Preservation Alternative, approximately the front 60 feet of the existing 14-18 Otis Street building would be retained and rehabilitated for retail and residential use. Compared to the Full Preservation Alternative, there would be no vertical addition with the Partial Preservation Alternative. The use of the building would change from light industrial to mixed-use residential/retail. As with the Full Preservation Alternative, the primary façade would be retained and rehabilitated, including removing all non-character-defining features and replacing the two missing storefronts and entrance with compatible materials and features.

The Partial Preservation Alternative would demolish the remaining four buildings on the site and replace them with a new building, creating a new structure adjoining the remaining section of the 14-18 Otis Street building. The new building would be built on Lots 010, 012, 016, and 018 and the rear part of Lot 013, which presently contains 14-18 Otis Street. With this alternative, the new building would contain 313,756 sf of residential space with 294 residential units, including 82 studios, 101 one-bedroom units, 110 two-bedroom units, and one three-bedroom unit. The new building would share a single-foundation slab and two basement levels, but would otherwise be two separate structures, including an 85-foot-high podium building on Otis Street and a 250-foot-tower at 12th and Otis streets. Access to the residential units would be from two lobbies on 12th Street, and through the garage. In addition, the project would contain 8,441 gsf of retail space divided among four sections at the first-floor level.

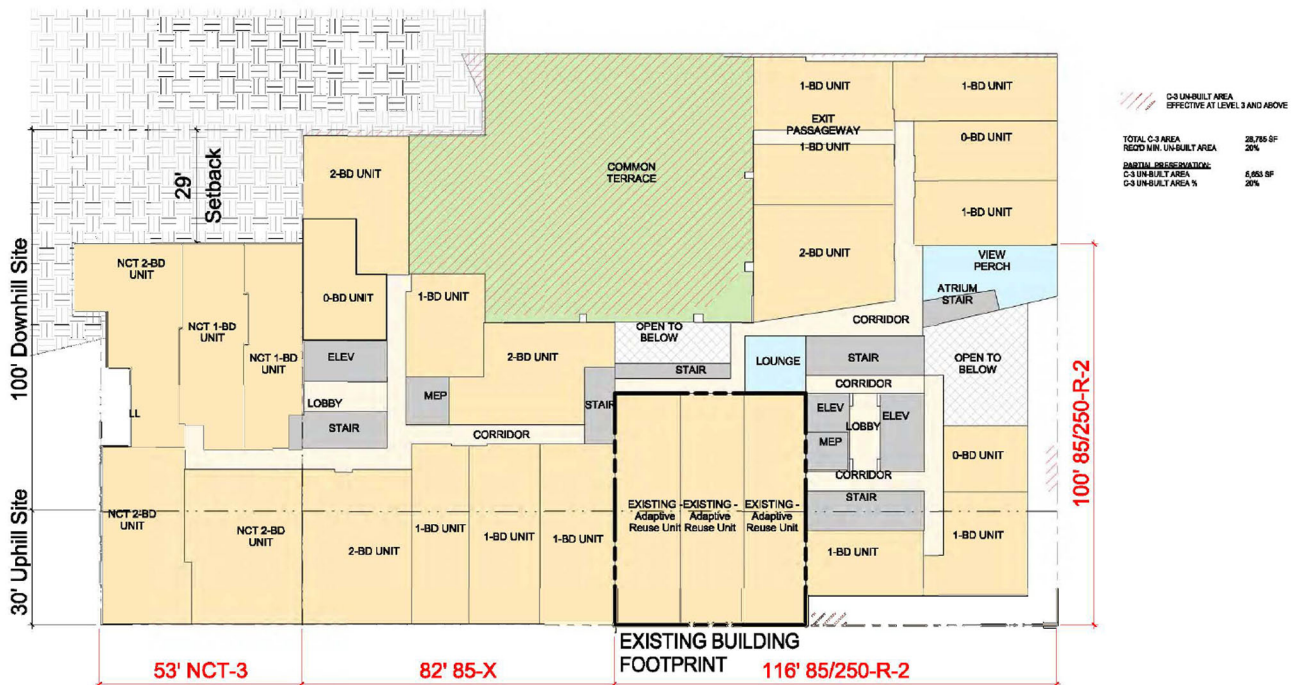
The City Ballet School would occupy about 15,006 gsf on the first floor. The school entrance would be on 12th Street; a box office and four ballet studios would be within the new podium building. The ballet theater with this alternative would be somewhat smaller than the ballet theater with the proposed project. The rear 40 feet of the 14-18 Otis Street building space would become part of the ballet school theater, reception room, and restrooms. The basement of the new building would have 44 vehicle parking spaces (41 residential spaces and 3 car-share spaces) and 332 *class 1* and 30 *class 2* bicycle parking spaces. Compared to the proposed project, this is 30 fewer vehicle parking spaces and 100 *class 1* and one *class 2* fewer bicycle parking spaces. As with the proposed project, garage access would be from 12th Street, with a single off-street loading space on 12th Street. Loading operations for the ballet school would be identical to the proposed project (see **Figures 6-8 to 6-13, pp. 6-25 to 6-30**, for representative Partial Preservation Alternative site plans). The 12th Street plaza would be slightly smaller and would include fewer amenities compared to the proposed project.

The Partial Preservation Alternative would retain and rehabilitate about 60 feet of the front of the 14-18 Otis Street building, or about 60 percent of the 100-foot-deep structure. As with the Full Preservation Alternative, the Partial Preservation Alternative would retain the entire primary façade, and about 60 percent of the two side property line walls. The rear façade and about 40 percent of the side walls would be demolished. In addition, the alternative would preserve about 60 percent of the building's interior floorplates. The remaining interior portions of the 14-18 Otis Street building would be rehabilitated for retail on the first floor, and residential use, with three residential units each on the second and third floors.

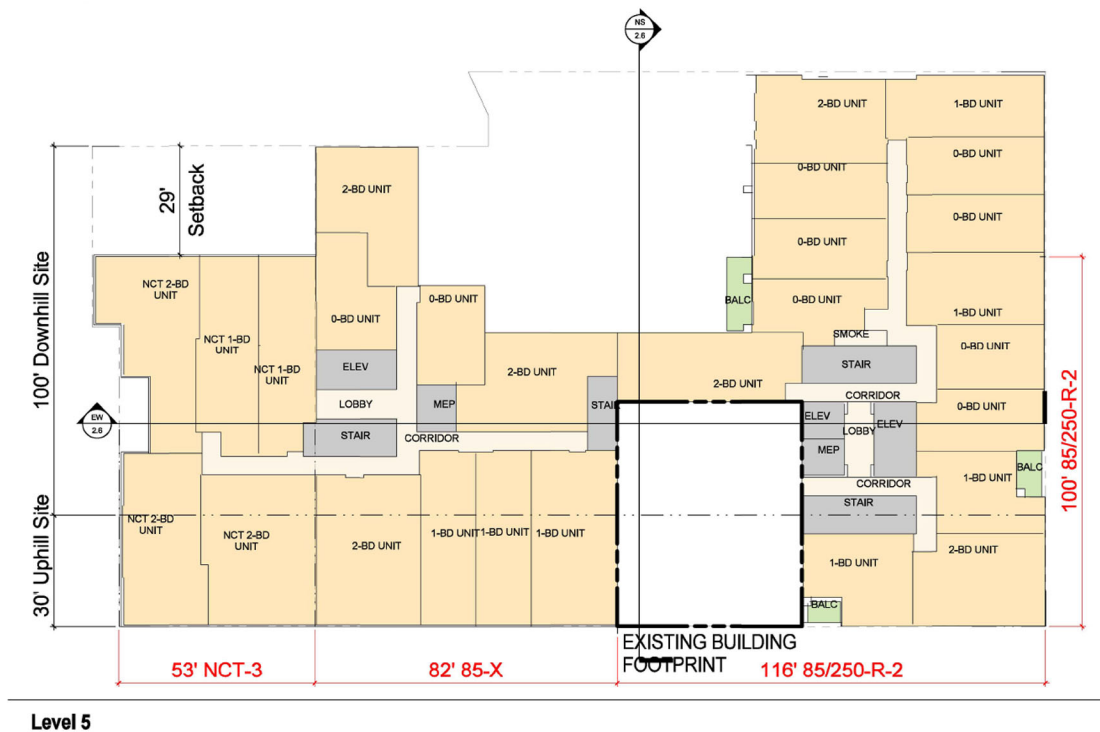
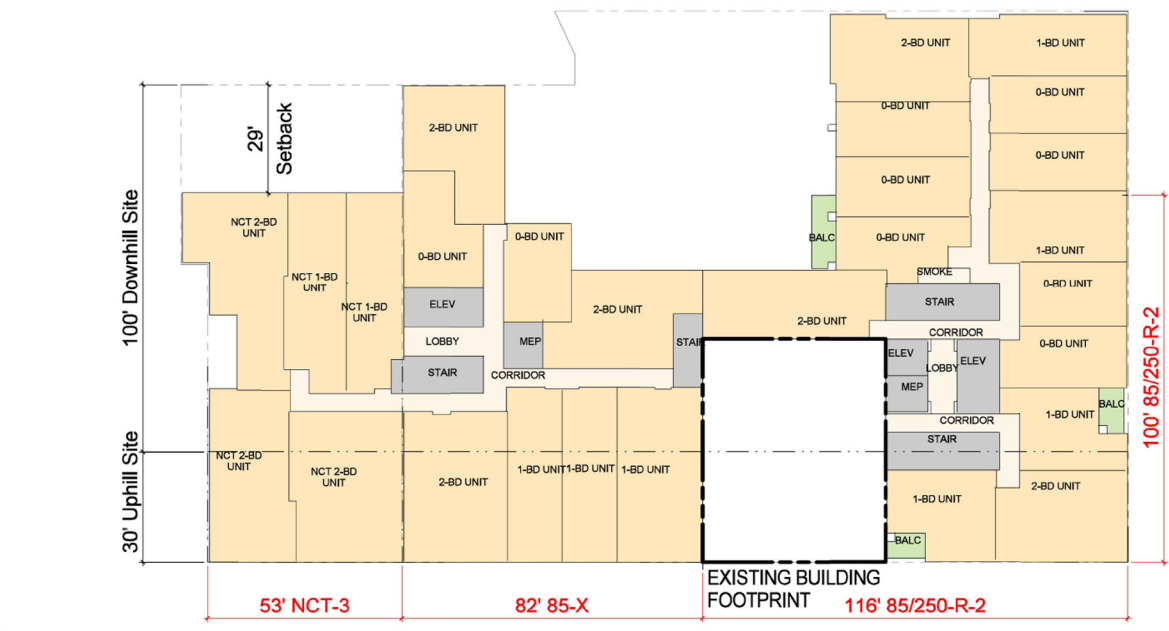




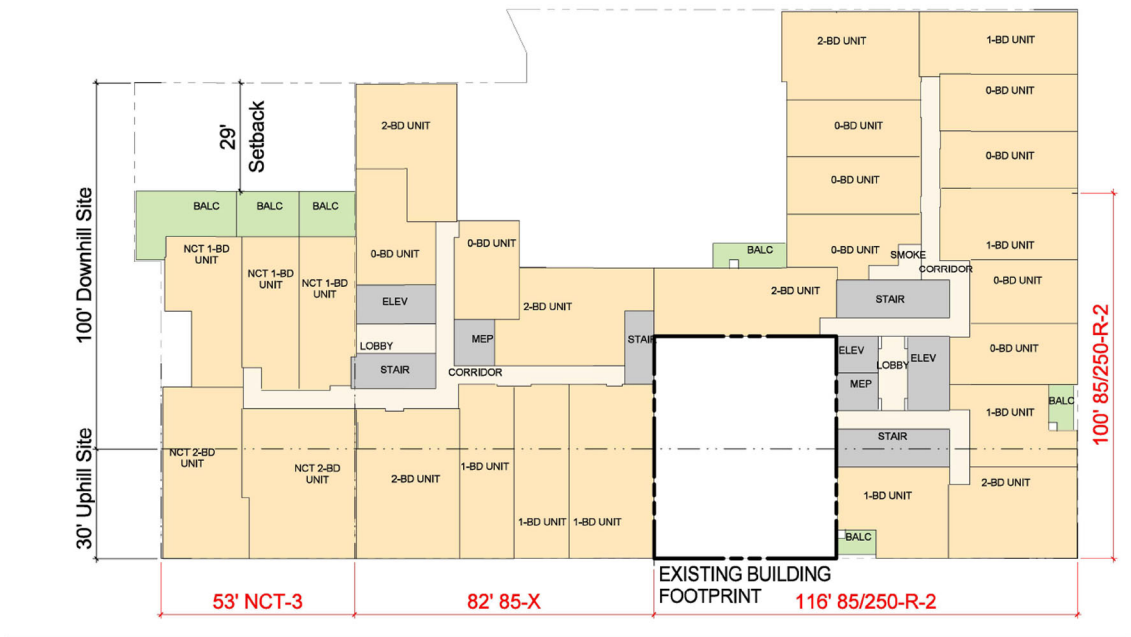
**Level 2**



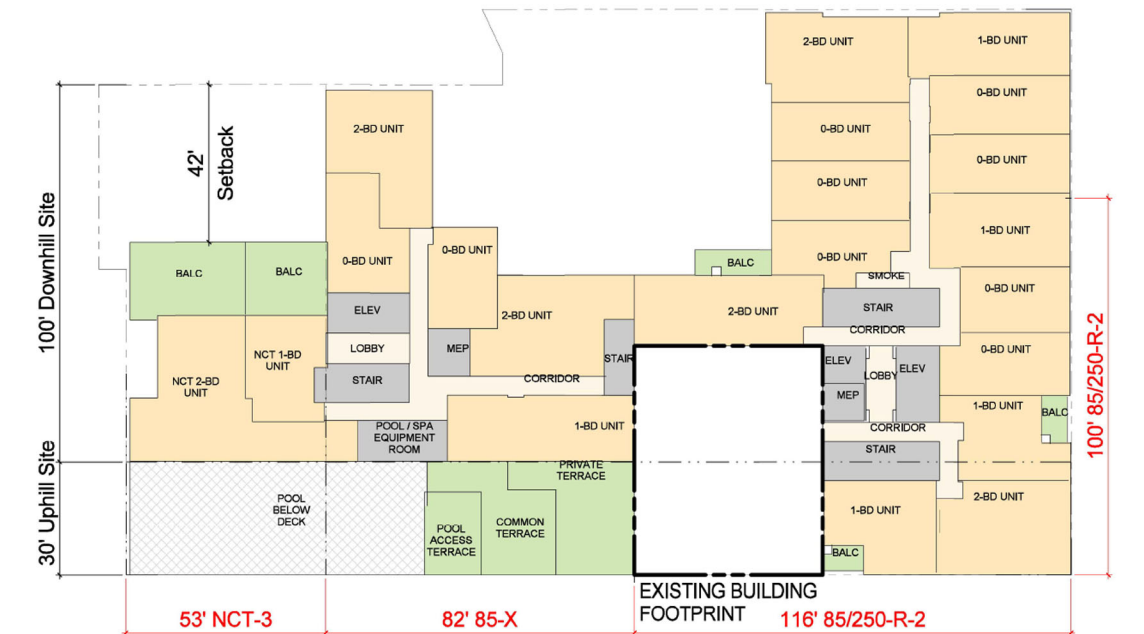
**Level 3**





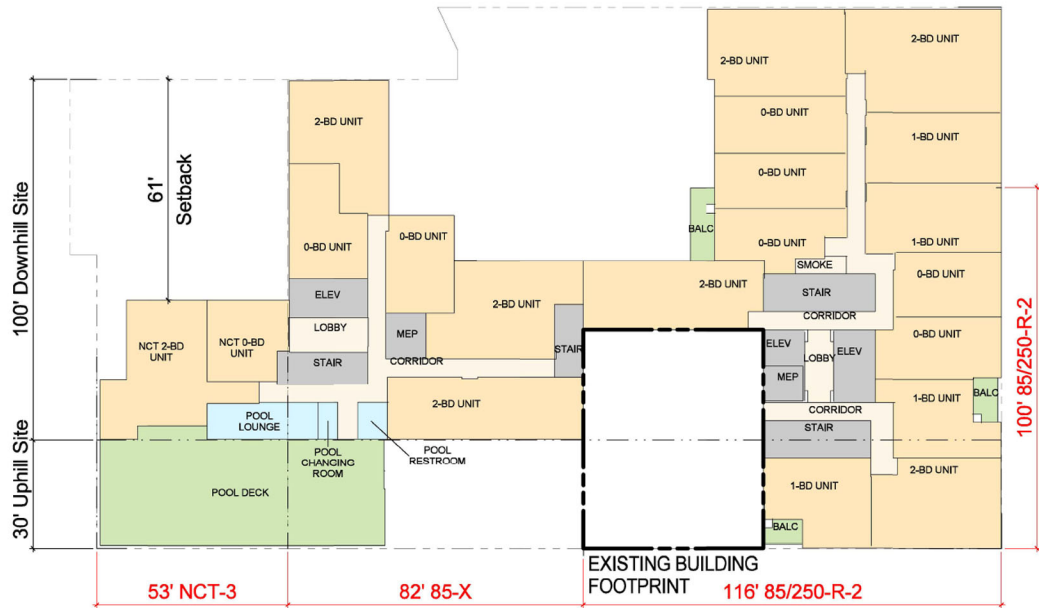


Level 7

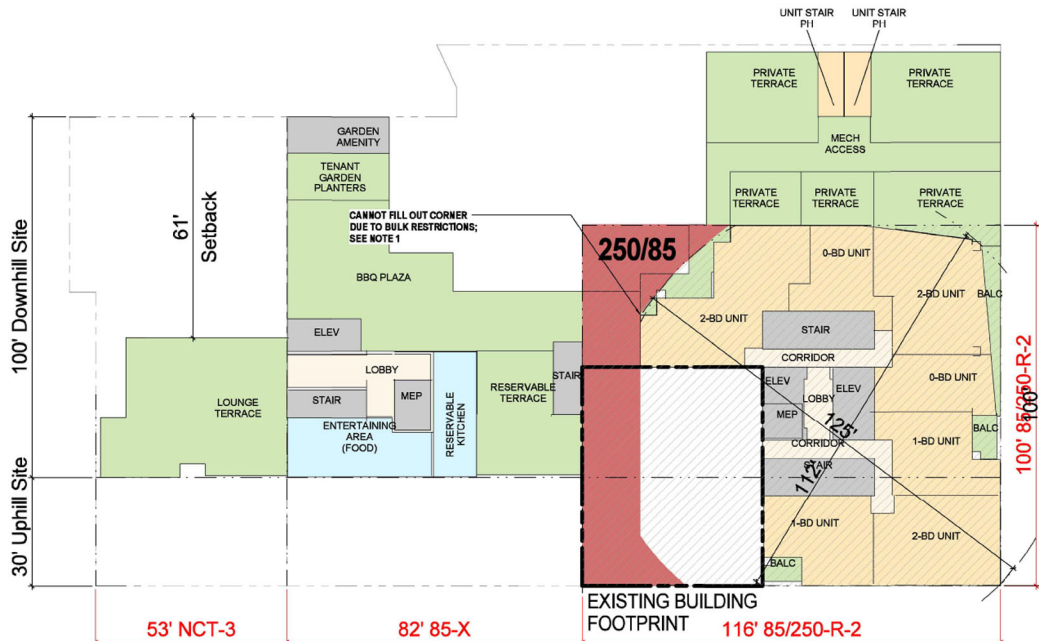


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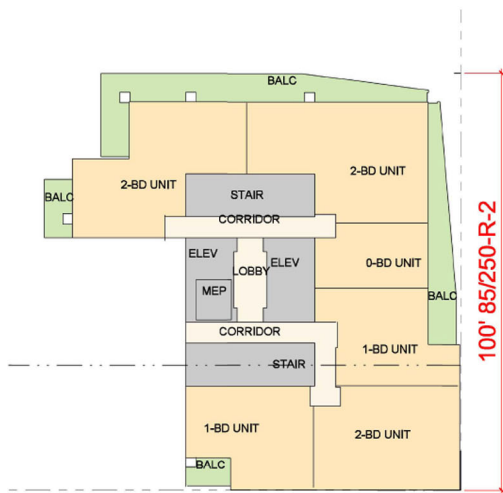




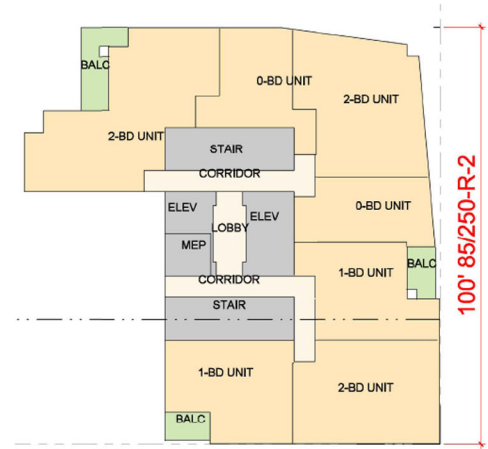
Level 9



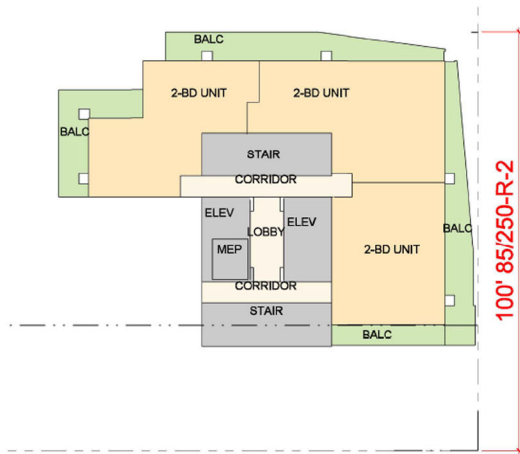
Level 10



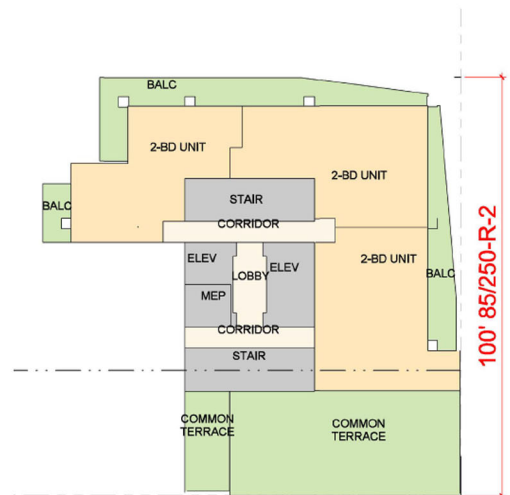
Level 21



Level 11



Level 26



Level 25

To integrate the two buildings, the podium portion of the proposed project would need to align with the existing floor-to-floor ceiling heights of the retained portion of the 14-18 Otis Street building. To create this alignment, higher floor-to-floor ceiling heights would be required in the second and third-floor levels of the podium. Thus, the Partial Preservation Alternative would have nine stories in the podium building (one less than the proposed project), and 26 stories in the tower (one less than the proposed project), (see **Figure 6-14: Partial Preservation South and East Elevations, p. 6-32**).

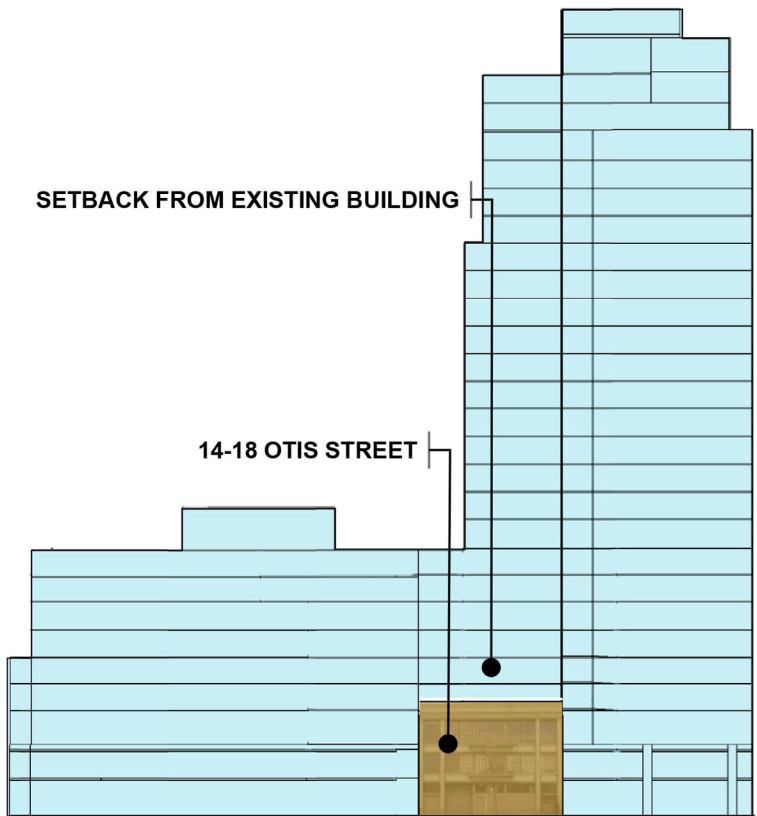
As with the proposed project, the project sponsor anticipates that construction of the Partial Preservation Alternative would span approximately 22 months, and would be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. The construction equipment and staging for this alternative would also be similar to the proposed project.

## D.2 Impacts

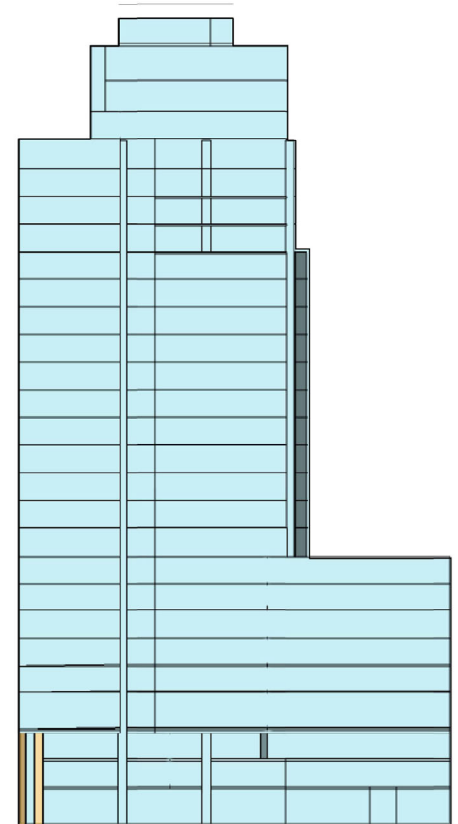
### Historic Architectural Resources

The Partial Preservation Alternative would retain the front 60 feet of the 14-18 Otis Street building and rehabilitate the primary façade in compliance with the Secretary of the Interior's Standards for Rehabilitation. In terms of visual impacts, the Partial Preservation Alternative would be superior to the Full Preservation Alternative because there would be no vertical addition as proposed under the Full Preservation Alternative.

According to CEQA Guidelines section 15126.4(b)(1), if a project complies with the Standards, the project's impact "will generally be considered mitigated below a level of significance and thus is not significant." While the Partial Preservation Alternative would rehabilitate approximately 60 percent of the building, it would result in the de facto demolition of the building. San Francisco Planning Code section 1005(f), defines removal of more than 25 percent of the external walls of a historic resource as full demolition. Retention, rehabilitation, and reuse of the front 60 feet of the 14-18 Otis Street building would therefore not avoid the physical loss of a CRHR-eligible historical resource and would result in a significant impact on the 14-18 Otis Street building. Similar to the proposed project, implementation of **Mitigation Measures M-CR-1a: Documentation of the Historic Resource, M-CR-1b: Interpretation of the Historic Resource, and M-CR-1c: Video Recordation of the Historic Resource** would lessen the impact of the partial demolition of 14-18 Otis Street. However, those mitigation measures would not reduce that impact to a less-than-significant level and impacts would remain significant and unavoidable. As noted, the Partial Preservation Alternative would retain approximately 60 percent of the 14-18 Otis Street building, and would reduce the severity of the significant impact, compared to the proposed project. The Partial Preservation Alternative would have less impact than the proposed project, however, the impact would continue to be significant and unavoidable with mitigation. In comparison, the Full Preservation Alternative would reduce the impact to a less-than-significant level.



South Elevation



East Elevation



### 30 OTIS STREET PROJECT

Case No. 2015.010013ENV

Source: Gould Evans

FIGURE 6-14: PARTIAL PRESERVATION  
SOUTH AND EAST ELEVATIONS

## Transportation

As with the proposed project, it is anticipated that the Partial Preservation Alternative would use a similar construction-related scenario as the proposed project and Full Preservation Alternative. Because excavation and foundation construction would be similar under the Partial Preservation Alternative, it is assumed the same peak daily construction truck trips, and an average of 50 daily truck trips would occur. This alternative would use the same construction staging as the proposed project in the area of the proposed 12th Street Plaza adjacent to the project site, and on Otis Street. Trucks would access the 12th Street staging area via Market Street and the Otis Street staging area via South Van Ness or Mission Street.

Construction of the Partial Preservation Alternative would require demolition, relocation, or delay of the planned Otis Street bus-boarding island, and construction maneuvers on Otis Street would create substantial interference to pedestrians, bicycles, and potentially significant delays to transit vehicles. Construction-related transportation impacts would be generally the same as for the proposed project and the Full Preservation Alternative because the construction scenario would be the same. Project construction impacts related to transportation would be considered significant with the Partial Preservation Alternative. While **Mitigation Measures M-TR-1a: Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction** and **M-TR-1b: Coordinated Construction Traffic Management Plan** would also apply to this alternative, construction of the alternative would result in construction-related transportation impacts that would remain significant and unavoidable with mitigation.

Similarly, cumulative construction-related transportation impacts of the Partial Preservation Alternative would be generally the same as for the proposed project and Full Preservation Alternative. Construction of the Partial Preservation Alternative may overlap with the construction of other nearby projects. Implementation of **Mitigation Measures M-TR-1a: Provision for Adequate Pedestrian, Bicycle, and Transit Access during Construction**; and **M-TR-1b: Coordinated Construction Traffic Management Plan** would reduce, but would not avoid, the significant cumulative impacts related to hazards between construction activities and pedestrians, bicycles, and transit vehicles. Therefore, construction of the alternative, in combination cumulative projects, would contribute considerably to cumulative construction-related transportation impacts, which would remain significant and unavoidable with mitigation.

## Wind

Under the Partial Preservation Alternative, the existing buildings and all but the front 60 feet of the 14-18 Otis street building would be demolished and the alternative would construct a tower the same height as the proposed project. The Partial Preservation Alternative would create an “L” shaped tower flanking the preserved portion of 14-18 Otis street building. Because the tower width would be the same as the proposed project and there would not be a gap between the podium and the tower, the Partial Preservation Alternative would be expected to have similar wind effects as the proposed project and would make a considerable contribution to a

significant cumulative wind impact, similar to the proposed project. While **Mitigation Measure M-C-WI-1: Design Measures to Reduce Off-Site Cumulative Wind Impacts** would also apply to this alternative, the cumulative wind impact would remain significant and unavoidable with mitigation for the Partial Preservation Alternative, similar to the project. Cumulative wind impacts of the Partial Preservation Alternative would be more severe than under the Full Preservation Alternative.

### **Environmental Topics Analyzed in the IS/CPE**

Under the Partial Preservation Alternative with its reduced development, project impacts such as population and housing, recreation, utilities and service systems, and public services would be correspondingly reduced as compared to the proposed project. These impacts would be slightly increased relative to the Full Preservation Alternative, but would remain less than significant. Impacts related to operational transportation, noise, air quality, greenhouse gas emissions, and energy also would be reduced given the reduced building size, compared with the proposed project, and also would be less than significant. These impacts would be incrementally greater than the Full Preservation Alternative. Because the excavation and footprint of the building would be the same, impacts for environmental topics related to the footprint and location of the proposed development, such as land use and land use planning, hazards and hazardous materials, mineral resources, agricultural/forest resources would be the same as or very similar to the impacts of the proposed project and would be less than significant, as with the proposed project and Full Preservation Alternative.

Construction-related activity associated with development of the project site would result in comparable impacts under the proposed project, the Full Preservation Alternative, and the Partial Preservation Alternative for environmental topics such as archeological resources, noise, air quality, geology and soils, hydrology and water quality. This is because excavation and construction would be similar for the proposed project and the two alternatives. As with the proposed project, these impacts would be less than significant with implementation of applicable mitigation measures identified in the IS/CPE, which would be applicable to the Partial Preservation Alternative.

### **D.3 Ability to Meet Project Objectives**

The Partial Preservation Alternative would meet most of the project objectives, including: redevelop an underused site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial and retail uses, open space, and arts activity space for the City Ballet School; provide modern and upgraded facilities for the City Ballet School; create a mixed-use project consistent with the General Plan and zoning controls; build a substantial amount of units to help alleviate the current housing shortage; promote the development of affordable housing units in San Francisco; provide an attractive plaza at the corner of 12th Street and South Van Ness Avenue; provide streetscape improvements, and neighborhood services on the ground floor to serve residents, neighbors, and nearby workers; produce a varied, high-quality architectural and landscape design; and construct a high-quality project that includes a

sufficient number of residential units to make the redevelopment economically feasible and to subsidize the reconstructed City Ballet School.

In contrast to the Full Preservation Alternative, the Partial Preservation Alternative would meet the project sponsor's objective to create performance space for the City Ballet School that can be used as a new community amenity space for rent to the public. The modified design of the proposed project under the Partial Preservation Alternative would partially meet the project sponsor's objective of producing a high-quality, varied, architectural and landscape design that is compatible with its surrounding context, although to a lesser degree than under the proposed project. This is because design of the podium level of the proposed project would be altered to retain the front 60 feet of the 14-18 Otis Street building.

By reducing the size of the residential building, the Partial Preservation Alternative would provide 129 fewer units (30 percent fewer) as compared to the proposed project, with a corresponding reduction in affordable housing units. As a result, this alternative would not fully meet the project sponsor's ability to meet project objectives of developing the site at an intensity and density that takes advantage of the area transit resources. In addition, the cost to construct the Partial Preservation Alternative would be generally similar to the proposed project; however, the reduction in units would result in a 30 percent lower economic return, which would not fully meet the project objective related to economic feasibility, which in turn, would reduce the project sponsor's funding for high-quality architectural and landscape design, subsidization of the reconstructed City Ballet School, and in-kind payments for the 12th Street plaza.

The Partial Preservation Alternative would meet most of the project sponsor's basic objectives, including creating a performance space for the City Ballet School (unlike the Full Preservation Alternative). However, the ability to meet five of the 11 project objectives would be lessened relative to the proposed project due to the 30 percent reduced unit count and architectural design changes. Because the unit count is greater than the Full Preservation Alternative, the ability to meet those same objectives is greater than for the Full Preservation Alternative. See Chapter 2, Project Description, Section 2.B, Project Sponsor Objectives, p. 2-1, for a complete description of the project objectives.

#### **E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Pursuant to CEQA Guidelines section 15126.6(e)(2), an EIR is required to identify the environmentally superior alternative from among the alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The Environmentally Superior Alternative is the alternative that best avoids or lessens any significant effects of the proposed project, even if the alternative would impede to some degree the attainment of the project objectives. The No Project Alternative is considered the overall environmentally superior alternative, because the significant impacts associated with

implementation of the proposed project would not occur with the No Project Alternative. The No Project Alternative, however, would not meet any of the objectives of the project sponsor.

If the No Project Alternative is environmentally superior, CEQA requires selection of the “environmentally superior alternative other than the no project alternative” from among the proposed project and the other alternatives evaluated. The proposed project would result in significant and unavoidable project-level impacts related to historic architectural resources, construction-related transportation impacts, and cumulative wind effects. The Full Preservation Alternative would be the environmentally superior alternative because, unlike the proposed project, it would result in less-than-significant impacts related to historical architectural resources and would substantially lessen cumulative wind impacts compared to the proposed project, although wind impacts would remain significant and unavoidable with mitigation.

The Full Preservation Alternative would result in less-than-significant impacts related to historical architectural resources because it would retain the sole historical resource on the project site, the 14-18 Otis Street building, rehabilitate its primary façade, and likely prevent its demolition for years to come.

The Full Preservation Alternative would substantially lessen cumulative impacts as compared to the proposed project, as it would reduce the number of exceedance locations from 5 locations to four locations, and reduce the occurrence of hazard exceedances from 32 hours per year to 9 hours per year (the same as existing conditions and the cumulative scenario without the project). However, because the Full Preservation Alternative would introduce two new hazard exceedance locations relative to the cumulative scenario without the project, it would still result in a considerable contribution to a significant cumulative wind impact. While **Mitigation Measure M-C-WI-1: Design Measures to Reduce Cumulative Off-Site Wind Impacts** would also apply to this alternative, cumulative wind impacts would remain significant and unavoidable with mitigation.

The Full Preservation Alternative, however, would, as with the proposed project, result in significant and unavoidable construction-related transportation impacts.

Although the Full Preservation Alternative would not eliminate all the significant and unavoidable impacts associated with development of the project site, it would eliminate the historic resource impact and would substantially lessen the cumulative wind impact. Thus, the Full Preservation Alternative would be the environmentally superior alternative.

## F. ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines section 15126.6(c) also requires an EIR to identify and briefly discuss any alternatives considered by the lead agency but were rejected as infeasible during the scoping process. In identifying alternatives, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the basic proposed project objectives. The



discussion below describes the alternatives considered, and provides the reasons for eliminating these alternatives from detailed consideration in the EIR.

### **F.1 Façade Preservation Alternative**

With this alternative, all of the buildings on the project site would be demolished with the exception of the primary street façade of the 14-18 Otis Street building, which would be preserved and incorporated into the new building. This alternative would have allowed the project to be built largely as proposed, but it would not reduce the project's impacts to a less-than-significant level. In addition, the Planning Department considers façade retention, or "facadism," to be de facto demolition and discourages this type of preservation alternative.

### **F.2 Partial Preservation Alternative – 30 Feet**

With this alternative, all of the buildings on the project site would be demolished with the exception of the front 30 feet of the 14-18 Otis Street building, which would be preserved and incorporated into the new building. This alternative was rejected because it would retain only one structural bay of the existing structure, which given the unreinforced concrete nature of the existing building would leave it unsupported and structurally unsound thereby reducing the ability to retain it without substantial reconstruction. Instead, the Partial Preservation Alternative was considered since, as discussed above, it would retain the front 60 feet of the 14-18 Otis Street building, which would allow for preservation of more of the structure and more functional and stable floor plates.

### **F.3 Full Preservation Alternative – No Tower, Residential Use**

Under this alternative, the 14-18 Otis Street building would be preserved, converted to residential use, and integrated into a new 10-story podium structure without a tower component. Since it would limit the number of residential units to 170 units that could be built, preclude the provision of space for the City Ballet School, and not meet most of the basic project objectives, this alternative was rejected.

### **F.4 Full Preservation Alternative – Relocation**

Under this alternative, the 14-18 Otis Street building would be relocated from Lot 013 to Lot 012, placing it outside the 250-foot height and bulk zone and allow for the construction of a tower on Lot 012. This alternative was rejected because the 14-18 Otis Street building lacks sufficient structural conditions to be relocated. The relative thinness of the 6-inch walls combined with the lack of concrete floor slabs, led the project architect to conclude that it would not survive the move without substantial reconstruction. A substantial amount of new structural material would be necessary both to stabilize the relocated building and to construct missing and/or damaged fabric, such that the alternative would likely not be consistent with the Secretary's Standards. Based on preliminary estimates, this alternative was also determined by the project

sponsor to be cost-prohibitive and limit the number of residential units that could be built. In addition, given the relocation of the building and added expense in relocation and rehabilitation, this alternative would not provide modern and upgraded facilities for the City Ballet School, including performance space, studios, offices, changing rooms, reception lobby, and storage, and spaces that can be used as new community amenity space for rent to the public, and thus would not meet most of the basic project objectives.

## **F.5 Transportation - Construction Staging Alternatives**

Construction staging alternatives to lessen or eliminate the significant and unavoidable construction transportation impact were also considered. Ultimately, as discussed below, these alternatives were rejected as infeasible.

In San Francisco, most high-rise construction sites are constrained. Where to stage construction and how construction traffic accesses a construction site is based on site configuration and street frontage, as well as activity on surrounding roadways. Builders typically obtain encroachment permits to utilize the public right-of-way along the street frontage. This allows use of the full property street frontage for several critical purposes including crane loading zone, debris dumpster containers, delivery truck staging, temporary power, and other areas for unloading materials for the hoist(s).

For the proposed project, the surrounding roadways are South Van Ness Avenue, Otis, and 12th streets, and other surrounding streets. Because the proposed project site is significantly longer (the Otis Street frontage is approximately 250 feet) than it is deep (the 12th Street frontage is approximately 130 feet) and only has a small frontage along Chase Court and Colusa Place, using Otis Street would be critical to construction staging and management. None of the other streets (12th Street, Chase Court and Colusa Place) has adequate space for the necessary delivery truck staging, crane-up zones, debris containers, temporary power equipment, and other construction activities.

The Otis Street frontage, however, includes bus lanes and bicycle lanes and is used by pedestrians. To balance these competing interests, the project sponsor and project contractor considered the following construction staging alternatives, taking into consideration the constraints along 12th Street and the uses along Otis Street.

### **Chase Court and Colusa Place Access Alternative**

With this alternative, construction traffic would be routed to Chase Court and Colusa Place, along the rear of the project site, to remove construction traffic from Otis Street. Access to this frontage is off Brady and Colton Streets. Chase Court and Colusa Place are less than 20 feet in width and are dead-end streets. Given the small size of these streets, limited access, and required truck turning radii, truck access is not feasible in this location and staging in this area is also not feasible.

### 12th Street Staging Only Alternative

Under this alternative, the use of Otis Street for staging and construction truck access would be eliminated and all construction truck access and staging would occur on 12th Street, using the 12th Street plaza area and one-way travel lane. This would require the closure of the southbound west lane on 12th Street, along the project frontage and approximately 40 feet north of the site. All southbound traffic would be diverted to the South Van Ness turn lanes.

With this alternative, trucks delivering materials to the 12th Street staging area would not use South Van Ness Avenue or Mission Street, and instead would access the site from the north end of 12th and Market streets. This would reduce the construction traffic impact in the Otis/South Van Ness intersection and eliminate any narrowing of the lanes along Otis Street. Under this alternative, the construction cranes would be placed within the building footprint, thereby allowing the greatest possible use of 12th Street and the plaza area for construction staging. While this alternative would have benefits to the Otis/ South Van Ness intersection, it could create similar transportation problems as the proposed project at the Market/12th Street intersection.

Furthermore, the 12th Street plaza would be too limited in area to accommodate the minimum temporary activities and staging areas needed to construct the proposed project. Truck loading and access for crane picks, the temporary power equipment, and dual hoists needed for the tower elements would use a majority of the plaza and southbound lane area. Because of the amount of equipment needed for construction of the proposed project, additional equipment would need to be staged outside of the building footprint in this plaza such as additional hoists and hoist dock platforms, debris containers (up to four), additional temporary power equipment (a 40-by 1-foot dedicated area with bollards, etc.), concrete pumps, security entry checkpoint, trucks awaiting unloading and material lay-down area.

Also, conducting construction activities mainly in the 12th Street plaza area would increase public safety exposures and risks. Without direct access to the podium along Otis Street, construction materials and debris would be transported up to 250 feet from one end of the project site to the other. This would create public and construction safety concerns from conflicts as materials, equipment, and debris are moved in a limited area actively being used for construction. Using only the 12th Street plaza area for construction staging and temporary facilities would create significant constraints on construction and delays as unworkable and unresolvable conflicts between deliveries and construction activities would occur due to multiple demands on limited space and time sensitivities regarding delivery and construction.

These factors resulted in a determination that it would be infeasible to provide the minimally necessary staging using only 12th Street and the plaza.

### **Phased Construction Alternative**

Under this alternative, the construction of the proposed project as well as the construction of cumulative projects within the cumulative environment (0.25 mile) would be staggered. This alternative was rejected as such a requirement would be infeasible. Restricting timing of development projects in the site vicinity could put those projects and the 30 Otis Street project on prolonged hold. This delay could affect the project sponsor from meeting most of the basic project objectives. In addition, the San Francisco Planning Department does not have jurisdiction to impose this restriction on cumulative private development projects or infrastructure projects that have already been approved (e.g., Van Ness Bus Rapid Transit) or may be approved in the future (e.g., other infrastructure projects that may be approved by the San Francisco Municipal Transportation Agency) that contribute to this impact. Furthermore, City decision-makers may deem these cumulative infrastructure projects as economically and socially necessary for various policy reasons (e.g., Transit-First, Vision Zero). Therefore, a Phased Construction Alternative, which would regulate the timing of construction projects in the project vicinity in order to minimize construction-related impacts was considered but rejected from further analysis.

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## **Appendix A**

### **Notice of Preparation and Initial Study/Community Plan Evaluation**

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report and Initial Study

*Date:* February 9, 2018  
*Case No.:* **2015-010013ENV**  
*Project Title:* 30 Otis Street Project  
*Zoning:* Downtown General Commercial District (C-3-G); Neighborhood Commercial Transit (NCT-3)  
Van Ness and Market Downtown Residential Special Use District  
85/250 R-2 and 85-X Height and Bulk Districts  
*Block/Lot:* 3505/10, 12, 13, 16, and 18  
*Project Sponsor:* Align Otis, LLC  
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### PROJECT SUMMARY

The project site is on the north side of Otis Street at the intersection of Otis Street, 12<sup>th</sup> Street, and South Van Ness Avenue (U.S. Highway 101), in San Francisco's South of Market (SoMa) neighborhood. The project site is 36,042-square-feet (sf) and includes five parcels (Block 3505, Lots 10, 11, 12, 13, 16 and 18) that would be merged into a single lot. The proposed project would demolish the five existing buildings on the site,<sup>1</sup> and construct a new residential building with ground-floor retail uses along Otis Street and 12th Street and a theater and arts activity use fronting 12th Street. The site is within the Market and Octavia Plan boundaries.

The proposed building would have a total of approximately 484,635 sf (or 404,770 gross square feet (gsf) per San Francisco Planning Code). It would be a single structure with two cores: a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets. The proposed project would include 295,400 sf of residential units (423 residential units ranging from studios to three-bedroom units); 5,585 sf of ground-floor retail space in three separate spaces; 16,600 sf of arts activities space<sup>2</sup> with studios and a theater; and approximately 23,000 sf of open space provided on the ground floor and residential terraces. The proposed building would range between 85 to 250 feet tall with additional building elements, such as parapets, wind screens, planters, and mechanical penthouses, extending approximately 25 feet and 21 feet above the 85- and 250-foot-tall roofs. The proposed

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<sup>1</sup> The five existing buildings include 14-18 Otis Street, 74 12<sup>th</sup> Street, 90-98 12<sup>th</sup> Street, 30 Otis Street and 38 Otis Street.

<sup>2</sup> The arts activity space would be occupied by the City Ballet School, which currently operates on the site in the 30 Otis Street building in approximately 10,000 sf gsf.

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building would also include a two-level underground garage, providing 71 residential parking spaces, three car-share spaces, one off-street loading space, and two service spaces.

Ground floor retail uses would face Otis Street and 12th Street, and the residential units would be accessible from two lobbies: one along 12th Street providing primary access to the tower units and one along Otis Street providing primary access to the podium units. Secondary access to the residential units is also provided at the rear of the project site along Chase Court. Access to the theater and arts activity space would be provided via a dedicated lobby along 12<sup>th</sup> Street. A publicly accessible open space would be provided along Otis Street between two retail spaces near the center of the Otis Street frontage. In addition, the proposed project would expand the existing 15-foot-wide sidewalk on the west side of 12th Street to create a public plaza ranging from 25 to 34 feet wide at the corner of 12th Street and South Van Ness Avenue (the 12th Street Plaza).

The garage entrance would be located off 12th Street. Access to the garage entrance would be provided via a short drive aisle crossing the 12th Street Plaza. The drive aisle would provide access to both the garage entrance and the freight loading space and varies in width from 15 feet, 6 inches to approximately 23 feet. It would be separated from the 12th Street Plaza by bollards and differentiated paving to notify pedestrians that it is a drive aisle. Pedestrian striping would also be provided to mark designated pedestrian crossing areas. Access to the drive aisle would be provided by a single 15 feet, 6 inch curb-cut along 12th Street. Ten feet from the garage entry would be a 16-foot vehicle lane where two vehicles could queue before entering the garage. The garage ramp would be a single lane ramp accessed from a 10-foot garage door. The 14-foot-wide ramp would provide room for one car. Access to the ramp would be monitored at both ends to limit conflicts between cars entering and exiting the garage. The 10-foot-wide freight loading space would be adjacent to the 10-foot garage entry, separated by landscaping and other features.

The proposed project would include 361 class 1 bicycle parking spaces that would be located between the ground and basement floors, and second floor along Chase Court and 32 class 2 spaces would be located along the Otis and 12th streets frontages.

The site is zoned C-3-G (Downtown General Commercial District) and Neighborhood Commercial Transit (NCT-3) and the 85/250 R-2 and 85-X height and bulk districts. The project would require approval of a downtown project authorization (Planning Code section 309) and an in-kind improvements agreement (Planning Code section 421.3(d)) and 424.3(c)); an exception for ground-level wind currents requirements (planning code section 148), a height exemption for elevator overrun (Planning Code section 260(b)); a rear yard modification (Planning Code section 134); and variances for ground floor height requirements (Planning Code section 145.1(c)(4)) and an awning that would function as a wind canopy (Planning Code section 136.1).

A more detailed project description is provided in the *Initial Study – Community Plan Evaluation*, attached to this document.

## REMARKS

California Environmental Quality Act (CEQA) section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific effects that are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but that are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact. Section 15183(b) specifies that in approving a project meeting the requirements of section 15183, a public agency shall limit its examination of environmental effects to those which the agency determines in an initial study or other analysis (here, in the attached initial study-community plan evaluation) were not analyzed as significant effects in the prior EIR prepared for the general plan, community plan, or zoning action.

The attached initial study evaluates the potential project-specific environmental effects of the 30 Otis Street Project ("proposed project"), and incorporates by reference information contained within the *Market and Octavia Neighborhood Plan Final Environmental Impact Report* (Market and Octavia PEIR) (Case No. 2003.0347E; State Clearinghouse No. 2004012118), which is the underlying EIR for the proposed project. Project-specific studies summarized in the initial study were prepared for the proposed project to determine if there would be any additional potentially significant impacts attributable to (i.e., "peculiar" to) the proposed project. The initial study contained in this document identifies the potential environmental impacts of the proposed project, and indicates whether such impacts were addressed and disclosed in the Market and Octavia PEIR, or if particular topics are to be further evaluated in the focused EIR to be prepared for the proposed project pursuant to section 15183(b).

The attached initial study assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, project-specific environmental impacts, or impacts of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR for the following issue topics: land use and land use planning; aesthetics; population and housing; archeological resources; noise; air quality; shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources. A focused EIR will be prepared to address the following topics: historic architectural resources, construction-related transportation impacts, and cumulative wind conditions. Relevant information pertaining to prior environmental review conducted for the Market and Octavia Plan is included below, as well as an evaluation of potential environmental effects of the proposed project. In addition, this determination identifies mitigation measures contained in the Market and Octavia PEIR that would be applicable to the proposed 30 Otis Street Project. Relevant information pertaining to prior environmental review

conducted for the Market & Octavia PEIR, as well as an evaluation of the potential impacts of the proposed 30 Otis Street Project, is provided in the attached *Initial Study – Community Plan Evaluation* prepared for the proposed project.

## BACKGROUND

On April 5, 2007, the Planning Commission certified the Market and Octavia PEIR by Motion No. 17406.<sup>3,4</sup> The PEIR analyzed amendments to the San Francisco General Plan (General Plan) to create the Market and Octavia Area Plan and amendments to the planning code and zoning maps. The PEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Market and Octavia Area Plan. The proposed 30 Otis Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a portion of the growth that was forecast for the Market and Octavia Plan area. Thus, the area plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the proposed 30 Otis Street project.

In May 2008, subsequent to the certification of the PEIR, the Board of Supervisors approved and the Mayor signed into law revisions to the Planning Code, Zoning Maps, and General Plan that constituted the "project" analyzed in the Market and Octavia PEIR. The legislation created several new zoning controls, which allow for flexible types of new housing to meet a broad range of needs, reduce parking requirements to encourage housing and services without adding cars, balance transportation by considering people movement over auto movement, and build walkable whole neighborhoods meeting everyday needs. The Market and Octavia Area Plan, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use and density of the 30 Otis Street project.

The Market and Octavia PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Market and Octavia Plan. Individual projects that occur under the Market and Octavia Plan undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development; and to assess whether additional environmental review is required. This determination concludes that the proposed project at 30 Otis Street is generally consistent with and was encompassed within the analysis in the Market and Octavia PEIR. This determination also finds that the Market and Octavia PEIR adequately anticipated and described the majority of the impacts of the proposed 30 Otis Street Project, and identifies the mitigation measures from the Market & Octavia PEIR that are applicable to the 30 Otis Street Project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>5,6</sup>

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<sup>3</sup> San Francisco Planning Department, Market and Octavia Area Plan Final Environmental Impact Report, Case No. 2003.0347E, certified April 5, 2007. This document, and other cited Market and Octavia Area Plan documents, are available online at <http://www.sf-planning.org/index.aspx?page=1893>, accessed October 31, 2017.

<sup>4</sup> San Francisco Planning Commission Motion No. 17406, April 5, 2007. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed October 31, 2017.

<sup>5</sup> San Francisco Planning Department. Community Plan Exemption Eligibility Determination Citywide Planning and Policy Analysis. 30 Otis Street Project. Case No. 2015-010013ENV. June 20, 2017.

<sup>6</sup> San Francisco Planning Department. Community Plan Exemption Eligibility Determination Current Planning. 30 Otis Street Project. Case No. 2015-010013ENV. July 21, 2017.

## ENVIRONMENTAL REVIEW TOPICS

The Planning Department has determined that the proposed project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR. However, the proposed project could result in potentially significant environmental effects not covered in the Market and Octavia PEIR. As required by CEQA, a focused EIR will be prepared to examine these effects, identify mitigation measures for potentially significant impacts, analyze whether proposed mitigation measures would reduce the significant environmental impacts to less-than significant levels, and identify any significant impacts determined to be unavoidable. Based on the findings of the *Initial Study – Community Plan Evaluation*, the EIR will be focused to address the following topics:

**Historic Architectural Resources.** An existing building on the project site (14-18 Otis Street) is considered a historical resource for purposes of CEQA. The proposed project would demolish this building. The EIR will describe the historical resource, identify significant impacts, and describe mitigation measures and alternatives that would reduce or eliminate the impacts.

**Construction Transportation.** The project could have significant construction-related transportation impacts. The EIR will evaluate construction-related transportation effects, and describe mitigation measures and alternatives that would reduce or eliminate the impacts.

**Wind.** The project could have a considerable contribution to significant wind hazard exceedances in the cumulative development scenario. The EIR will evaluate through a comprehensive wind-tunnel assessment the project's contribution to the cumulative setting, and describe mitigation measures and alternative that would reduce or eliminate the impacts.

**Alternatives.** The EIR will also analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, including a No Project Alternative, which will assume no change to the existing physical conditions on the project site, and one or more alternatives to address other significant effects of the proposed project that are identified in the EIR.

## FINDING

**This project may have a significant effect on the environment and an environmental impact report is required.** This determination is based upon the criteria of the CEQA section 21083.3 and CEQA Guidelines, section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), section 15064 (Determining Significant Effect), and section 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

PUBLIC SCOPING PROCESS

Written comments on the scope of the EIR will be accepted until 5:00 p.m. on **March 12, 2018**. Written comments should be sent to Julie Moore, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or emailed to [julie.moore@sfgov.org](mailto:julie.moore@sfgov.org).

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Julie Moore** at **(415) 575-8733**.

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

February 9, 2018  
Date

  
Lisa Gibson  
Environmental Review Officer

# INITIAL STUDY – COMMUNITY PLAN EVALUATION 30 OTIS STREET PROJECT

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Initial Study – Community Plan Evaluation

*Case No.:* 2015-010013ENV  
*Project Address:* 30 Otis Street  
*Zoning:* Downtown General Commercial District (C-3-G); Neighborhood Commercial Transit (NCT-3)  
Van Ness and Market Downtown Residential Special Use District  
85/250 R-2 and 85-X Height and Bulk Districts  
*Block/Lot:* 3505/10, 12, 13, 16, and 18  
*Lot Size:* 36,042 square feet  
*Plan Area:* Market and Octavia Neighborhood Area Plan  
*Project Sponsor:* Align Otis, LLC  
Jessie Stuart (415) 370-1767  
jstuart@alignrealestate.com  
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### PROJECT DESCRIPTION

#### Project Location

The project site is on the north side of Otis Street at the intersection of Otis Street, 12<sup>th</sup> Street, and South Van Ness Avenue (U.S. 101), in San Francisco's South of Market (SoMa) neighborhood. The 36,042-square foot (sf) rectangular site comprises five adjacent lots (Assessor's Parcel Numbers 3505-010, 3505-012, 3505-013, 3505-016, and 3505-018) with frontage along Otis Street, 12<sup>th</sup> Street, Colusa Alley and Chase Court. South Van Ness Avenue is located at the eastern corner of the site (see **Figure 1, p. 7, Project Location and Height and Bulk Districts**). Five commercial buildings ranging from one to three stories currently exist on the project site and occupy the entire extent of the five lots. The project site is within the Market and Octavia Area Plan boundaries. Four of the lots (Block 3505, Lots 010, 012, 013 and 016) are zoned Downtown General Commercial District (C-3-G) and are in the Van Ness and Market Downtown Residential Special Use District, while the fifth lot (Block 3505, Lot 018) is zoned Neighborhood Commercial Transit (NCT-3) and is outside the special use district. Three of the lots are in an 85-X height and bulk district (Block 3505, Lots 010, 016, and 018) and two of the lots (Block 3505, Lots 012 and 013) are in an 85/250 R-2 height and bulk district.

Local roadways near the project site include Otis Street to the south (one-way westbound), 12<sup>th</sup> Street to the north-northeast (two-way north to southbound), Brady Street to the west (two-way north to southbound), and Chase Court to the north (short east to west alleyway). Mission Street to the south (two-way east to westbound), and Market Street to the north (two-way east to westbound) also operate as major local roadways in the project vicinity. Regional roadway access to the project site includes South Van Ness Avenue (U.S. 101) adjacent to the east corner of the site (a four-lane major roadway flowing

approximately north and south), and I-80, with the closest access ramp approximately 0.2 mile southeast of the project site at 13th Street and South Van Ness Avenue.

The proposed project site is well served by local and regional public transit, including San Francisco Municipal Transportation Agency (Muni) light rail and bus transit, and the Bay Area Rapid Transit (BART) and Caltrain regional rail systems. The closest Muni Metro station entrances to the project site are approximately 0.1 mile north at Van Ness Avenue and Market Street; the station serves underground lines J-Church, KT-Ingleside/Third Street, L-Taraval, M-Ocean View, and N-Judah. Muni also operates the historic F Street Car along Market Street, approximately 0.1 mile north. Numerous Muni bus lines operate in the area. Local Muni bus lines 6, 7, 9, 14, 21, 47, and 49, and rapid bus lines 7R, 9R, and 14 R all operate within 0.25 mile of the project site. There is a bus stop for the 14 and 49 bus lines adjacent to the project site on Otis Street; SFMTA is planning to install a bus island at this location as part of the MUNI Forward project.

The Bay Area Rapid Transit (BART) stations most accessible to the project site are the Civic Center Station, at Market Street and 8th Street, and the 16th Street/Mission Station. These stations are approximately 0.5 mile northeast and southwest from the project site, respectively. Caltrain operates regional rail service in the area, with the nearest station at Fourth and King streets, approximately 1.5 miles east.

### Existing Conditions

The project site slopes up 13 feet from Otis Street up to Chase Court along the western edge of the site. Along the eastern edge of the site, it slopes up about 4 feet from the corner of Otis and 12<sup>th</sup> to the northeast corner. Along the southern edge, the site slopes up about 1 foot from the southwest corner of the project site to the southeast corner at Otis and 12<sup>th</sup> Street.

As noted above, the project site contains five existing buildings. Information on each of the buildings is summarized in **Table 1, Existing Site Conditions**, below. The building at 14-18 Otis Street has been determined to be a historic resource under the California Environmental Quality Act (CEQA); it appears eligible for the California Register of Historical Resources.

**Table 1: Existing Site Conditions**

Address	Block/Lot	Area (square feet)	Building (square feet)	Stories	Use
74 12th Street	3505/10	7,274	2,430	One	Industrial/automotive auto body repair
90–98 12th Street	3505/12	6,599	8,200	One + Mezzanine	Retail
14–18 Otis Street	3505/13	4,996	15,000	Three	Commercial (office)
30 Otis Street	3505/16	9,870	20,400	Two	Industrial/automotive glass repair on first floor; ballet school on second floor
38 Otis Street	3505/18	7,251	7,200	One	Industrial/automotive repair

Source: San Francisco Planning Department, Property Information Map, October 2017.

In total, the existing buildings contain approximately 53,200 sf of uses, comprising 8,200 sf of retail, 15,000 sf of office, 20,000 sf of production distribution and repair (PDR), and 10,000 sf of arts activities uses. There are currently no residential uses located on the site.

No parking is available on the project site. On-street parking is available on Otis and 12th streets in metered parking stalls. There are seven existing curb cuts on the project site. Five of the curb cuts are active, providing access to the onsite automotive uses or off-street loading. Two curb cuts near the corner of Otis and 12th streets are inactive. There are three yellow loading spaces flanking the driveway at 38 Otis Street, and a MUNI bus stop and red zone at the corner of Otis and 12th streets, fronting 14-18 Otis Street and 98 12th Street.

### **Project Characteristics**

The proposed 30 Otis Street project would merge the five lots into one lot, demolish the existing buildings, and construct a residential building with ground-floor retail and arts activity use. The proposed building would be comprised of a single structure with two cores: a 10-story podium structure extending across the entire site and a 27-story single tower in the southeastern portion of the building, approximately at the corner of Otis and 12th streets (see **Figure 2, p. 8, Proposed Site Plan**). The proposed building would be 85 to 250 feet tall with additional building elements, such as parapets, wind screens, planters, and mechanical penthouses, extending up to approximately 25 feet and 21 feet above the 85- and 250-foot-tall rooflines respectively. (See **Figures 3 and 4, pp. 9–10, Proposed South and North Elevations**).

As summarized in Table 2, the proposed building would be approximately 484,635 sf (or 404,770 gross square feet (gsf) per San Francisco Planning Code), which would include 295,400 sf of residential units (423 residential units ranging from studios to three-bedroom units); 5,585 sf of ground-floor retail space in three separate spaces;<sup>1</sup> 16,600 sf of arts activities space<sup>2</sup> with studios and a theater; and approximately 22,760 sf of open space provided on the ground floor and residential terraces. **Table 2, Summary of Proposed Uses**, presents key project characteristics, including square footages.

As shown in **Figure 5, p. 11, Proposed Ground Floor Plan**, three retail spaces are proposed, two along Otis Street and one wrapping around the corner of Otis and 12th streets. Access to the residential units would be via two lobbies: one along 12th Street providing primary access to the tower units and one on Otis Street adjacent to the Otis Street plaza, providing primary access to the podium units. Off-street bicycle parking is provided at the ground floor, accessible from Otis Street. Access to the off-street parking and loading spaces would be via a single 15-foot, 6-inch wide curb-cut along 12<sup>th</sup> Street leading to an off-street loading bay and a single drive garage ramp providing access to the below grade parking and service vehicle loading. The project would include a traffic control system at the garage entrance that would allow vehicles to proceed only when the ramp is clear of oncoming vehicles. A gate at the base of the ramp would prohibit vehicles from accessing the ramp from below while the incoming vehicle is on the ramp. The garage would also include a pedestrian warning system.

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<sup>1</sup> The majority of this space would be exempt from gross floor area. Each of the retail spaces in the C-3-G district are proposed to be less than 5,000 sf. Only 650 sf of retail space in the NCT-3 district is not exempt.

<sup>2</sup> The arts activity space would be occupied by the City Ballet School, which currently operates on the site in the 30 Otis Street building in approximately 10,000 gsf.

**Table 2: Summary of Proposed Uses**

Proposed Uses	Description	Approximate Area
Retail	3 spaces	5,585 sf (650 gsf)
Arts Activities (City Ballet School)	6 studios (2 of which can be combined into a theater)	16,600 sf (11,400 gsf)
Residential	423 units 42 studios, 261 one-bedroom, 111 two-bedroom, 9 three-bedroom	295,400 sf (295,400 gsf)
Parking and Loading	71 auto, 3 car share 1 freight, 2 service, 2 residential loading	43,215 sf (1,650 gsf)
Bicycle Parking	361 class 1, 32 class 2	4,310 sf (0 gsf)
Open Space	Private, common and publicly accessible	22,760 sf (exterior open space not included in totals below)
Residential Lobby & Amenity Space	Lobbies, workshop, lounge, creative studio, co-working, fitness studio, gaming theater, mail room, reservable kitchen, bar/club	15,550 sf (11,300 gsf)
Leasing	Leasing Area	1,260 (1,260 gsf)
Mechanical/Circulation		102,715 sf (83,110 gsf)
<b>Total</b>		<b>484,635 sf (404,770 gsf)</b>

The pedestrian warning system would include wall-mounted signs or bollards with caution lights and a voice message to alert pedestrians in the proposed 12<sup>th</sup> Street Plaza that a vehicle is progressing up the ramp from the garage. A separate lobby entrance, ticket office, concession stand and reception area for the City Ballet School (arts use) is proposed along 12<sup>th</sup> Street. The ballet school would occupy the northern portion of the ground floor with four medium-sized training studios, along with two large studios that can be combined into a 250-seat performance venue to serve as a recital hall for the ballet school, a performance theatre for traveling dance companies, and a community theatre for other arts and community organizations. The ballet school space would also include offices, dressing rooms, and storage.

As shown in **Figure 6, p. 12, Proposed Second Floor Plan**, the second floor would be a mix of residential amenity space, residential units, common outdoor area, and open area overlooking the ground floor lobby with stair access. There would be 84 bicycle parking spaces, accessed from street level via Chase Court, due to the site slope. As shown in **Figure 7, p. 13, Proposed Third Floor Plan**, the third floor includes residential units and a 2,540-sf outdoor common area terrace with direct access to Chase Court. As shown in **Figure 8, p. 14, Floors 4 through 9 Typical Floor Plan**, the typical fourth through ninth floors include residential units and private balconies, and **Figure 9, p. 15, Proposed 10th Floor Plan** shows the top level of the podium structure, with residential units, a fitness center, and pool deck.

The tower portion of the proposed project would start at floor 11. As shown in **Figure 10, p. 16, Proposed 11th Floor Plan**, the 11<sup>th</sup> floor would include residential units and a 3,670-sf outdoor common terrace, and a podium rooftop residential bar/lounge. As shown in **Figures 11 and 12, pp. 17-18**, typical floor plans for

levels 12 through 27 of the tower would consist of residential units and private balconies, and a 2,330-sf common terrace on the 26<sup>th</sup> floor.

The proposed project would provide 71 residential parking spaces and three car-share spaces in two basement levels (refer to **Figure 13, p. 19, Proposed Basement Level 1 Plan**, and **Figure 14, p. 20 Proposed Basement Level 2 Plan**). No off-street parking is proposed for the retail or arts activities space. The garage entrance would be located off 12<sup>th</sup> Street. Access to the garage entrance would be provided via a short drive aisle crossing the 12<sup>th</sup> Street Plaza. The drive aisle would provide access to both the garage entrance and the freight loading space and would vary in width from approximately 15-foot, 6-inches to 23 feet. It would be separated from the 12<sup>th</sup> Street Plaza by bollards and differentiated paving to notify pedestrians that it is a drive aisle. Striping would also be provided to mark designated pedestrian crossing areas. Ten feet from the garage entry would be an 18-foot-long lane where two vehicles can queue outside of the travel lane before entering the garage. Access to the drive aisle would be provided by a single 15-foot, 6-inch curb cut along 12<sup>th</sup> Street. The garage ramp would be a single vehicle ramp accessed from a 10-foot garage door. The ramp would be 14-foot-wide, providing room for one car. Access to the ramp would be monitored at both ends to limit conflicts between cars entering and exiting the garage. A 10-foot-wide freight loading space would be located adjacent to the vehicle ramp separated from the garage entry by landscaping and other features.

The proposed project includes 361 class 1 bicycle parking spaces that would be located between the ground floor, basement floors, and second floor along Chase Court, which is at grade at Level 2, and 32 class 2 spaces would be located along the Otis and 12<sup>th</sup> streets frontages.<sup>3</sup> Level 1 near the Otis Street entry would include a bicycle workshop/lounge.

The building would provide off-street loading in one freight loading space at ground level accessed from 12<sup>th</sup> Street, two service vehicle spaces (one on each floor of the below-grade garage), and two “move-in/move-out” loading spaces on the first garage level. The proposed off-street freight loading space would be at the northeast corner of the building, and accessed via the 15-foot, 6-inch curb cut on 12<sup>th</sup> Street. The loading space would be accessed from a 10-foot-wide garage door adjacent to the 10-foot-wide garage entry but separated by landscaping and other features. The freight loading space would contain a loading dock and direct access to the freight elevator. A diesel back-up generator equipped with best available control technology for emissions control<sup>4</sup> would be in the second basement level.

### Streetscape Improvements

Improvements in the Otis and 12<sup>th</sup> streets public rights-of-way would include new publicly accessible open spaces, and new street trees and landscaped areas. The project sponsor would remove the one existing street tree on the Otis Street frontage, and according to Public Works Code sections 805 and 806, would plant four to five new street trees along the Otis and 12<sup>th</sup> streets frontages. Streetscape improvements would expand the Otis Street sidewalk from 10 feet to 12 feet wide and create a 750-square-foot plaza in front of the podium lobby on Otis Street. In addition, the proposed project would

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<sup>3</sup> Section 155.1(a) of the Planning Code defines class I bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees” and defines class II bicycle spaces as “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

<sup>4</sup> The Bay Area Air Quality Management district is responsible for issuing permits for stationary sources. Back-up diesel generators equipped with best available control technology would result in the lowest achievable emission rate.

expand the existing 15-foot-wide sidewalk on the west side of 12<sup>th</sup> Street to create a public plaza ranging from 25 to 34 feet wide at the corner of 12<sup>th</sup> Street and South Van Ness Avenue (the 12<sup>th</sup> Street Plaza).

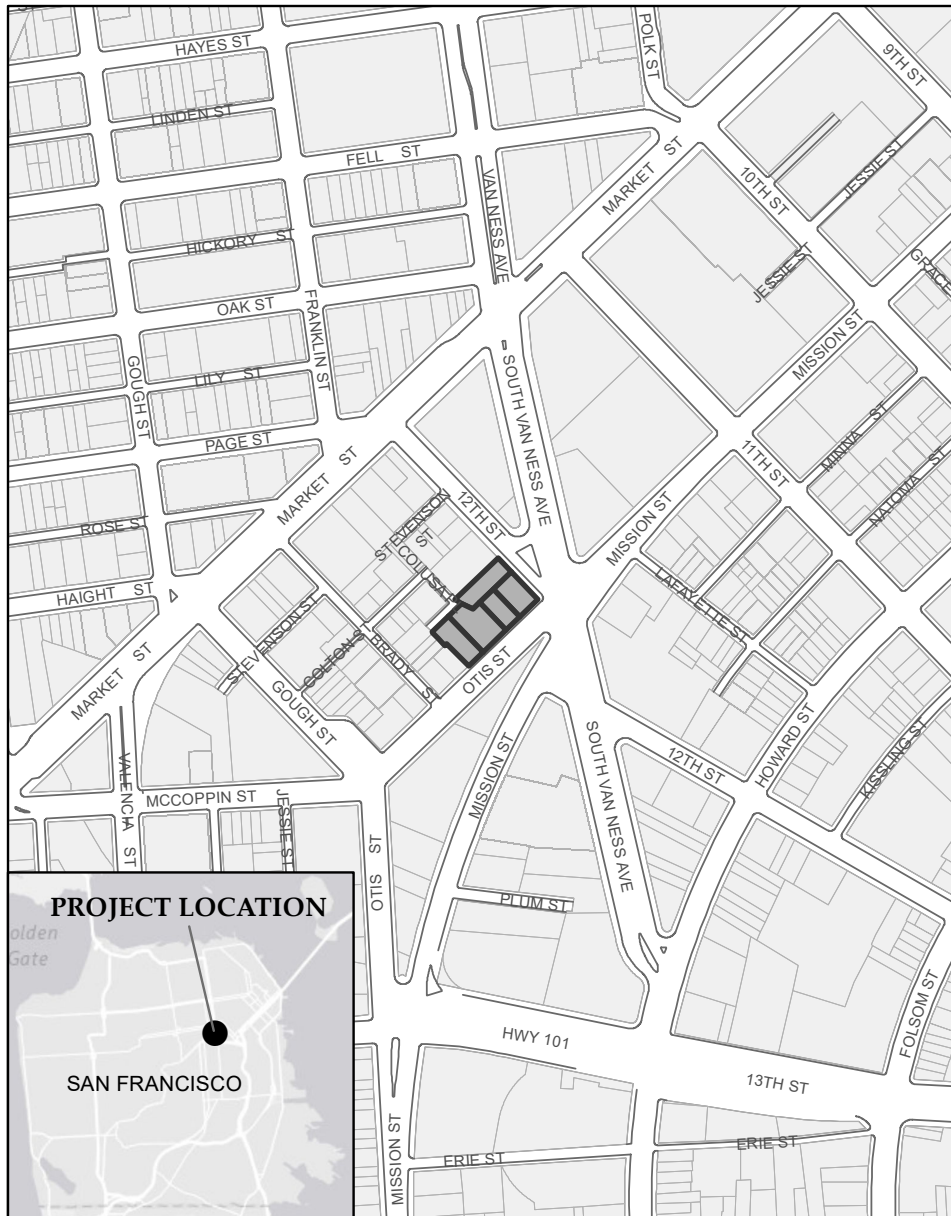
### **Open Space**

The proposed project would include approximately 4,064 square feet of private open space in private terraces and balconies and 18,081 square feet of common open space. The common open space is provided in a series of terraces located at the 2<sup>nd</sup>, 3<sup>rd</sup>, 10<sup>th</sup> and 11<sup>th</sup> floor, including approximately 6,600 square feet of open area outdoor terraces on the 11<sup>th</sup> floor. Additional common open space is also provided in two terraces totaling approximately 2,330 square feet on the 26<sup>th</sup> floor. Privately owned public open space (POPOs) would be provided in a 750-square-foot ground floor plaza along Otis Street as well as in additional building set-back areas along Otis Street and adjacent to the proposed 12<sup>th</sup> Street Plaza to be created as part of the streetscape improvements in the area.

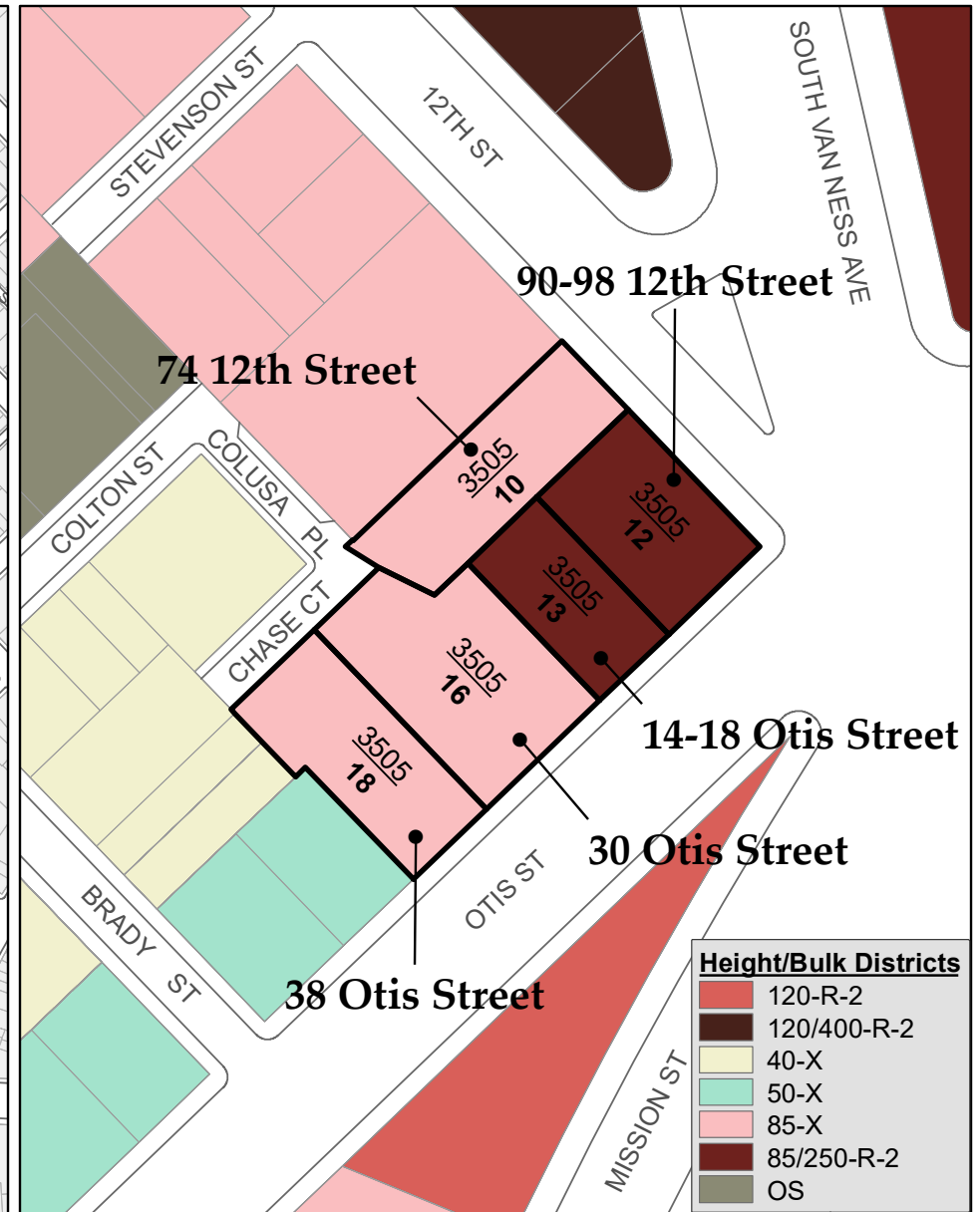
### **Project Construction**

The proposed project would have an estimated depth of excavation for the two-level parking garage/basement of up to 35 feet below ground surface. Up to approximately 38,000 cubic yards of soil would be removed from the proposed project site, and below-grade excavation would require temporary shoring of excavation side walls. Up to 600 cubic yards of demolition debris would be removed from the project site. The proposed project foundation is anticipated to consist of a reinforced concrete mat slab foundation.

The project sponsor anticipates that construction would span approximately 28 months, and would be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation approximately five months, and construction approximately 22 months. Heavy construction equipment such as front loaders, backhoes, drilling equipment, tractors, graders and trucks would be used as well as cranes, pumps and limited use of generators. Pile driving is not proposed as the proposed project would use a mat foundation system. Proposed project construction would require the temporary removal of sidewalks along the Otis and 12<sup>th</sup> streets project frontages.



source: City and County of San Francisco, TRC



**Block Lot** Project Parcel

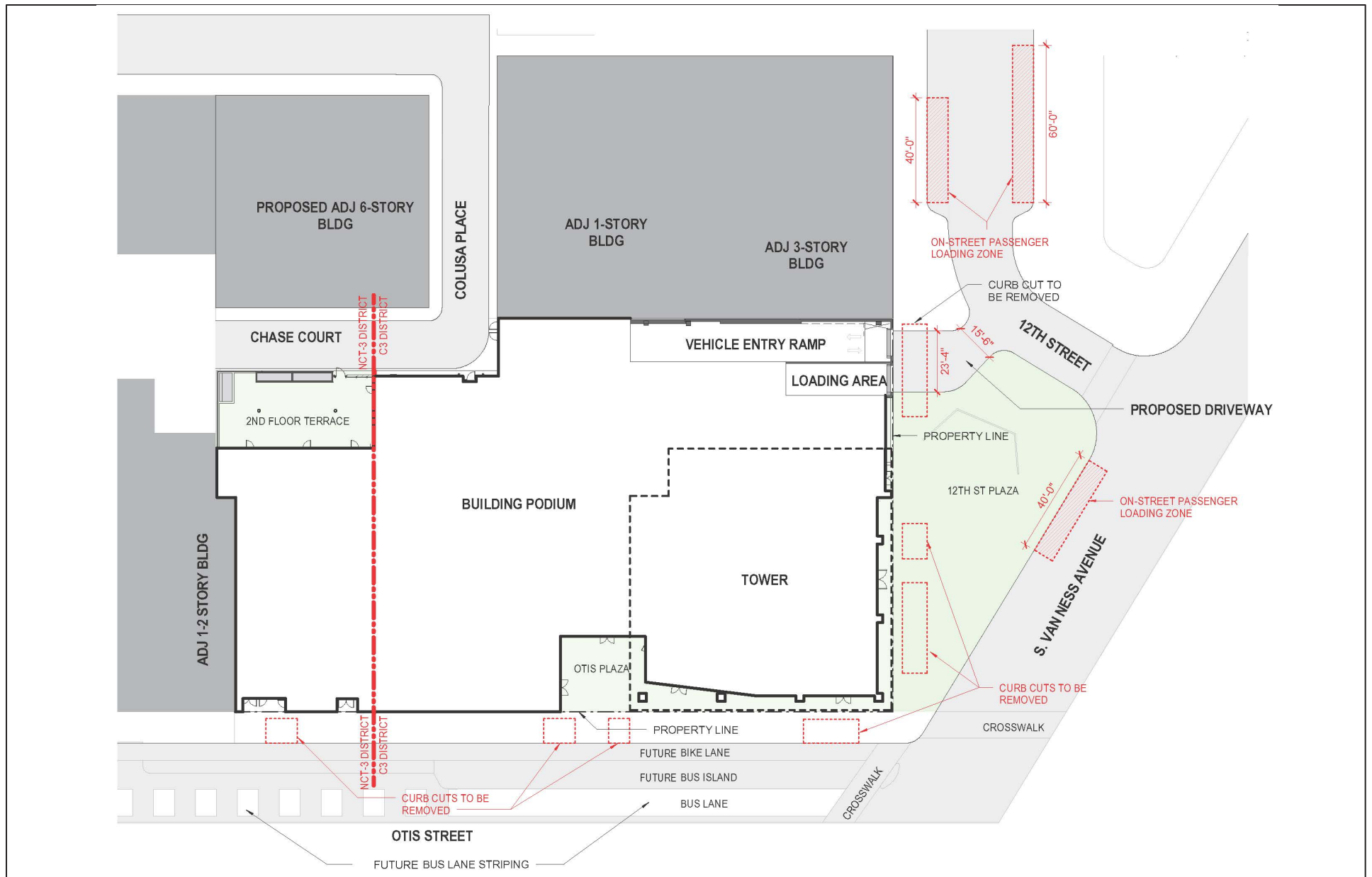
0 50 100 200 ft



## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 1: PROJECT LOCATION AND HEIGHT/BULK DISTRICTS**



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 2: PROPOSED SITE PLAN**





SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 3: PROPOSED SOUTH (OTIS STREET) ELEVATION**



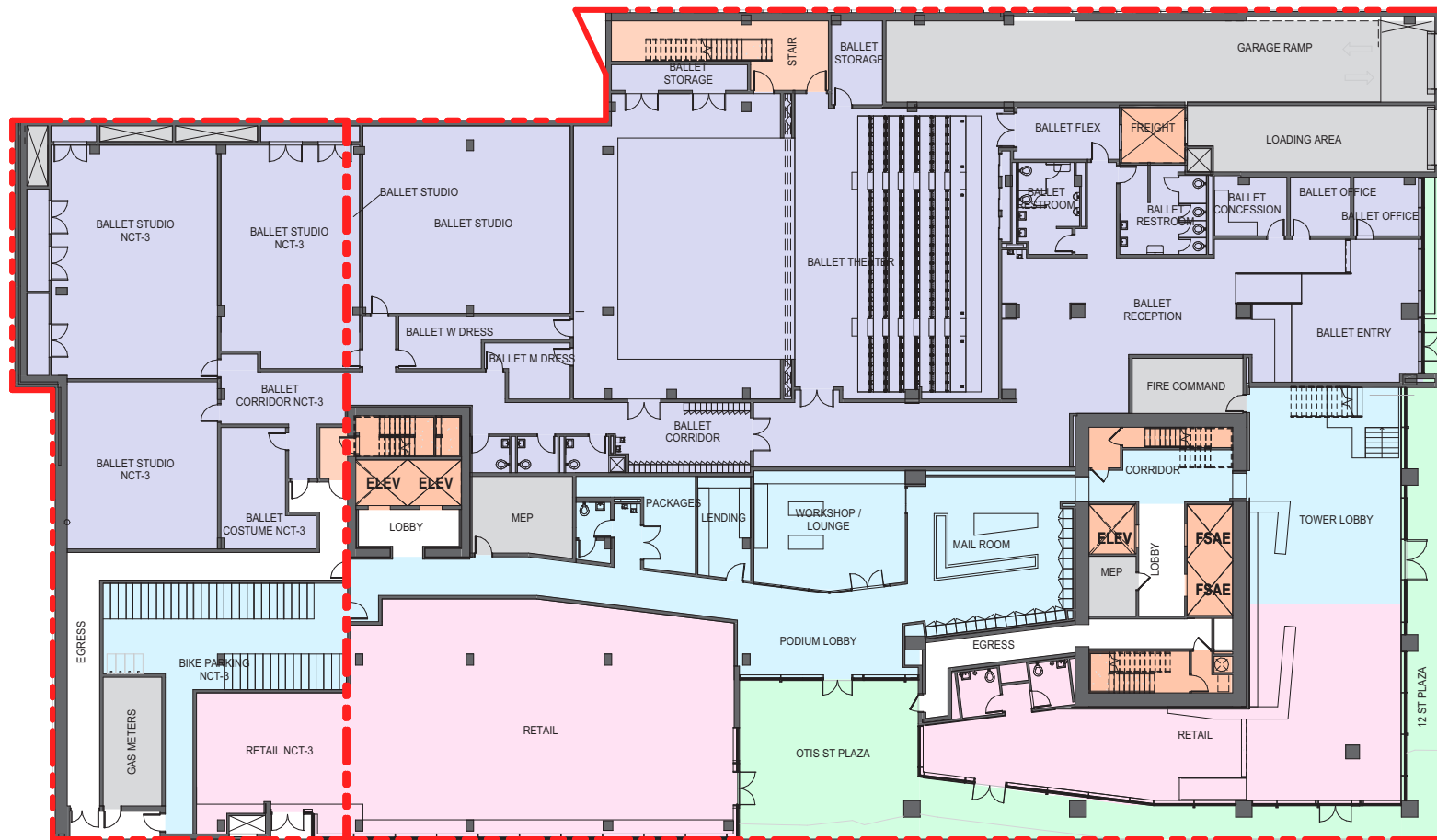
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

## 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 4: PROPOSED NORTH ELEVATION**



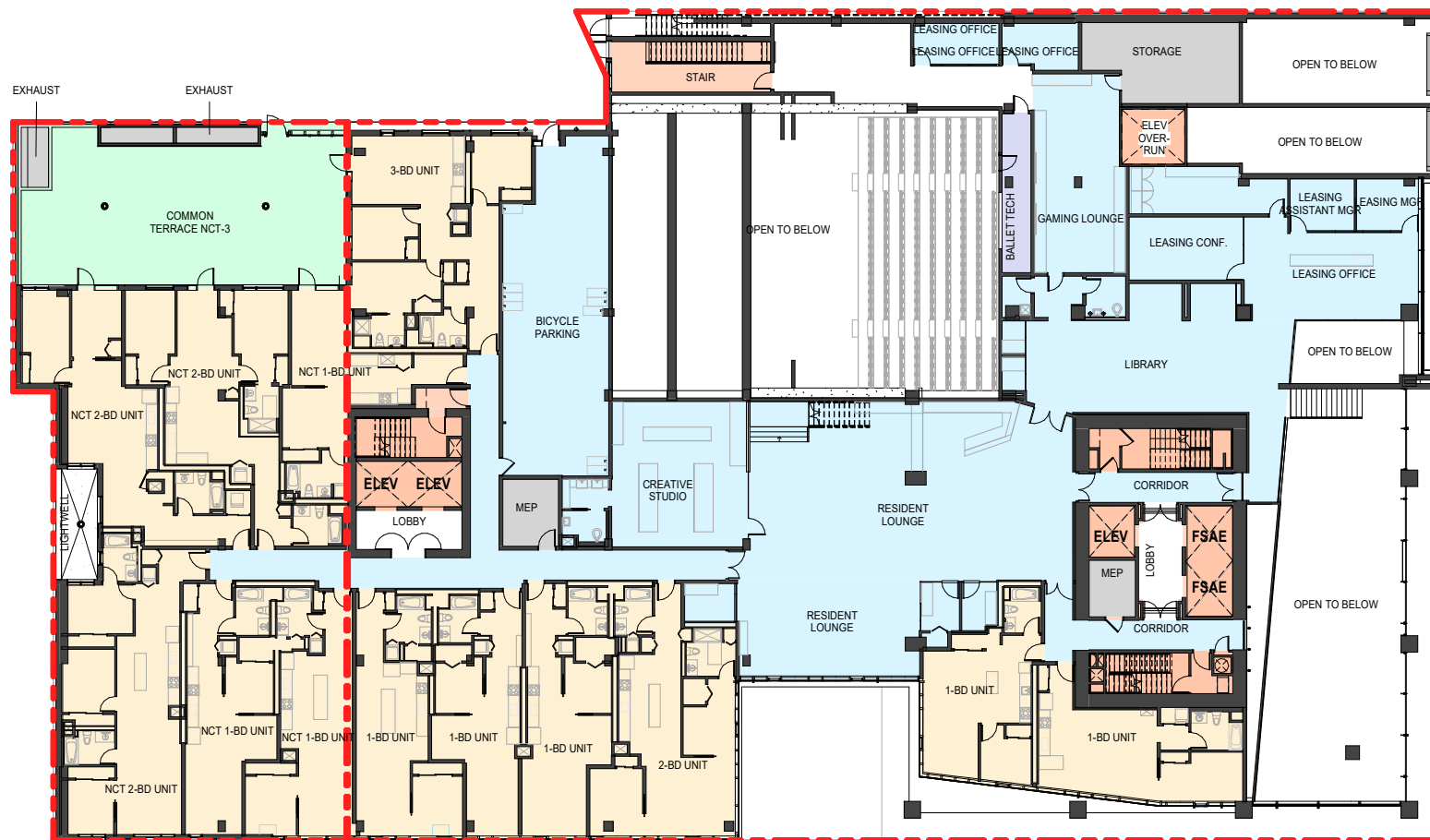
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 5: PROPOSED GROUND FLOOR PLAN**



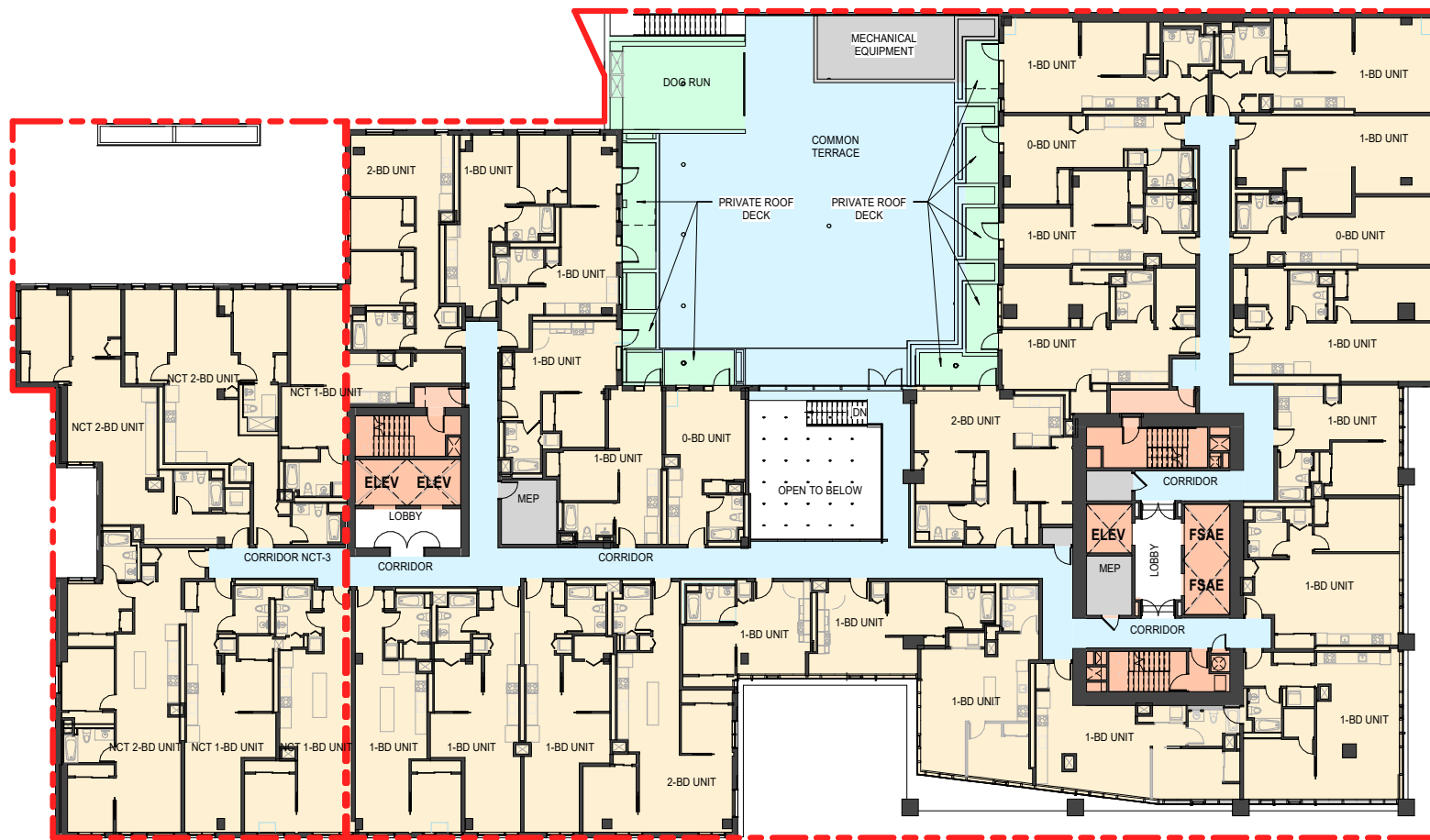
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### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 6: PROPOSED SECOND FLOOR PLAN**



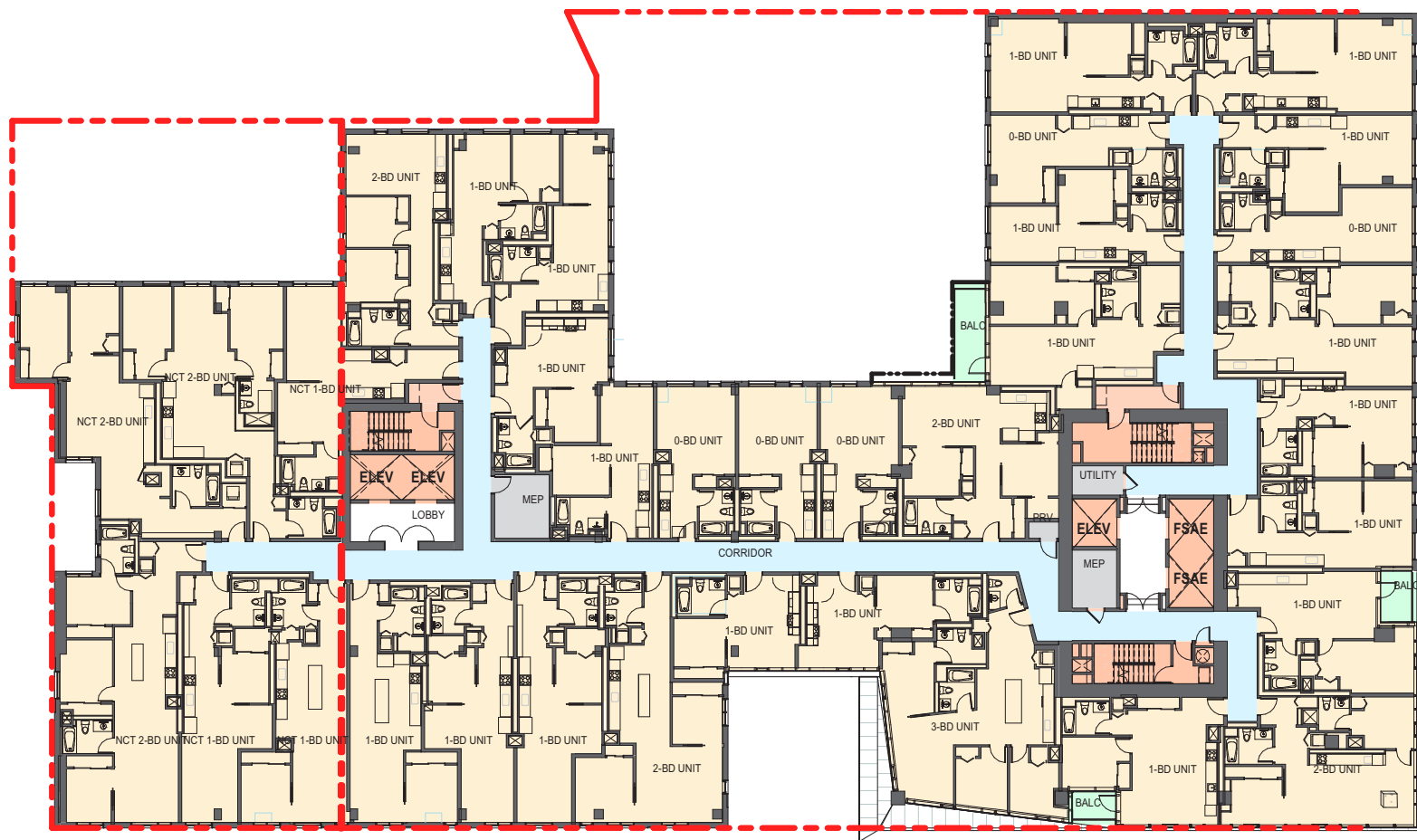
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 7: PROPOSED THIRD FLOOR PLAN**



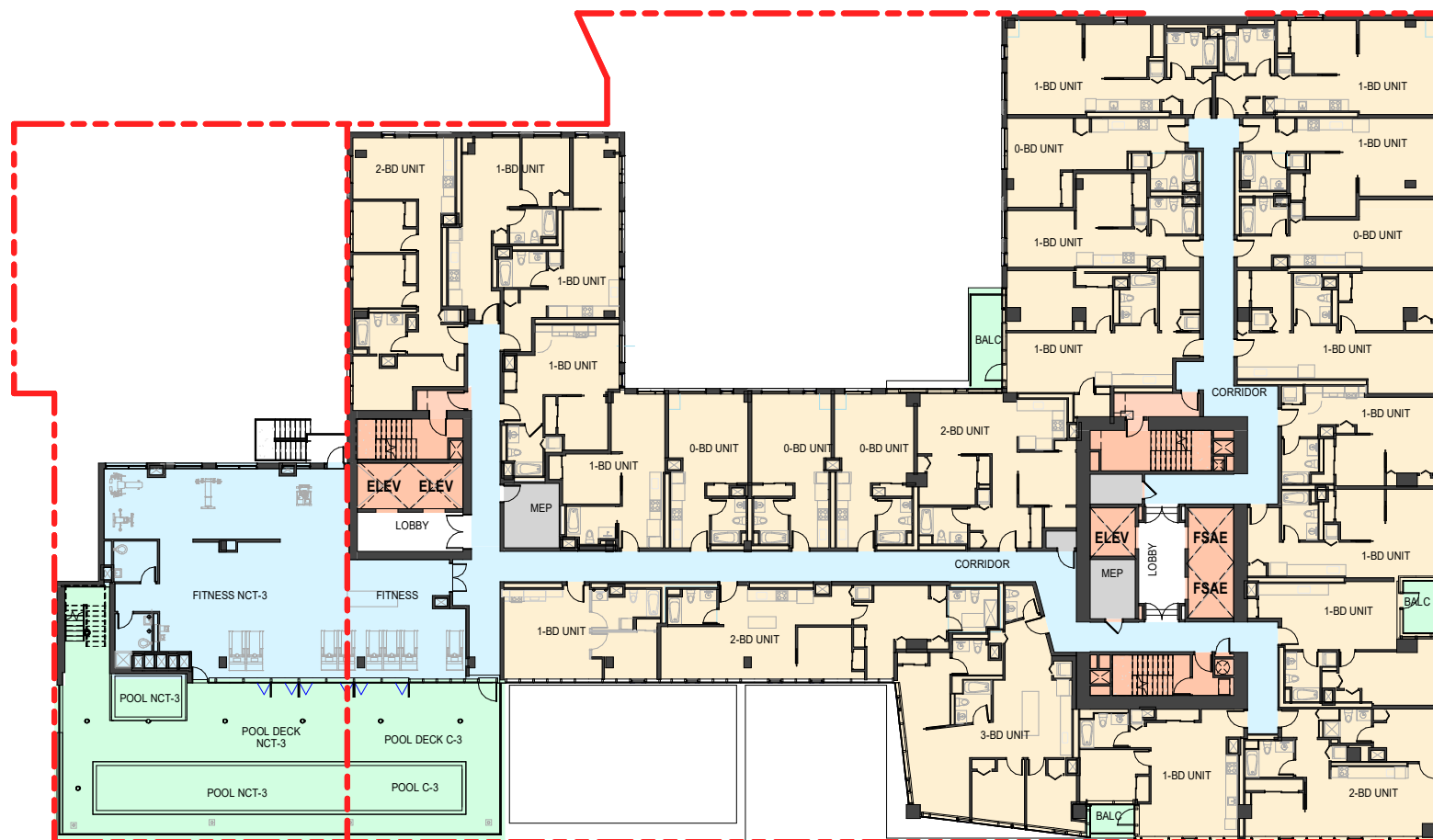
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 8: FLOORS 4 THROUGH 9 TYPICAL FLOOR PLAN**



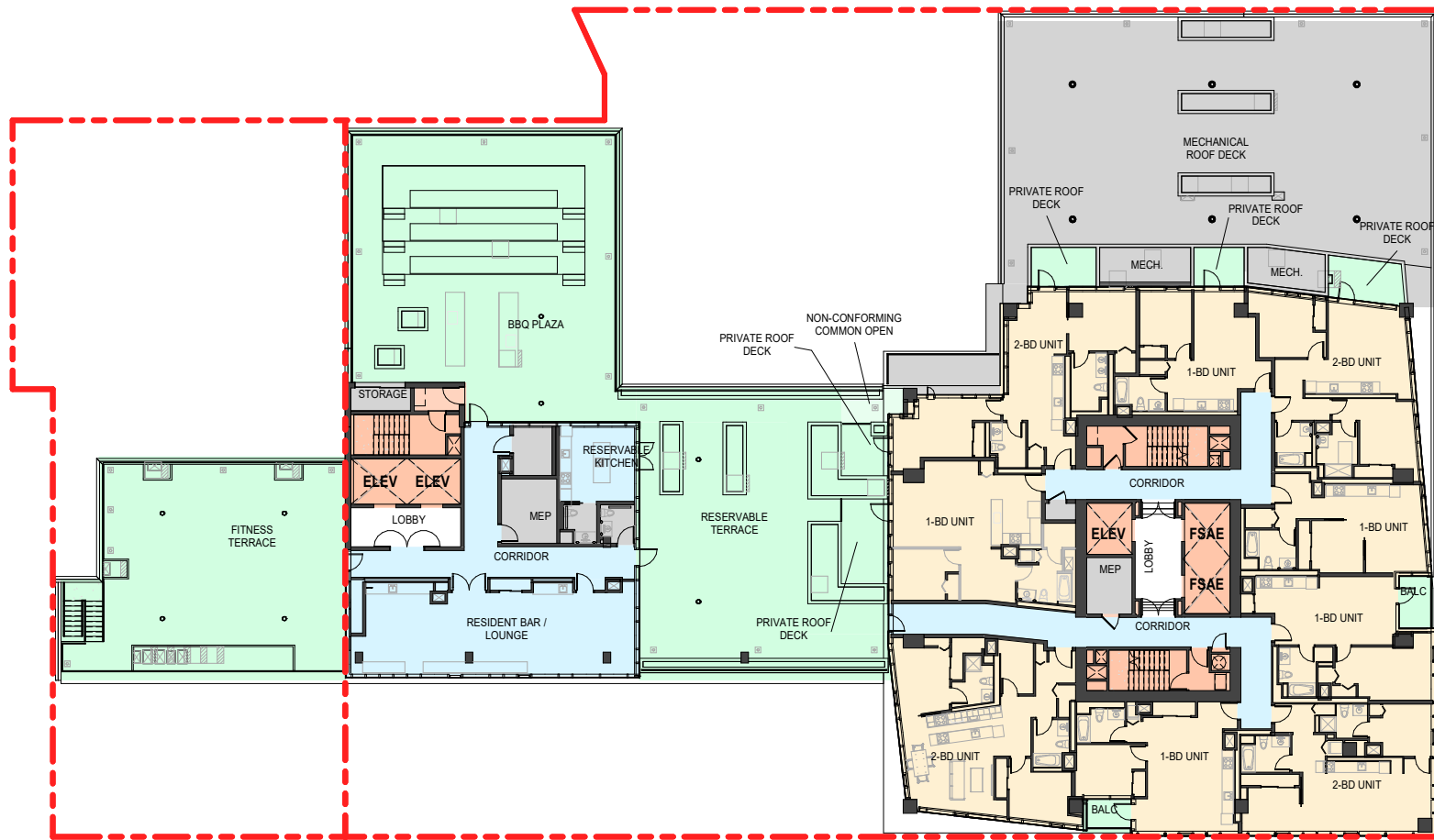
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 9: PROPOSED 10th FLOOR PLAN**



SOURCE: GOULDEVANS

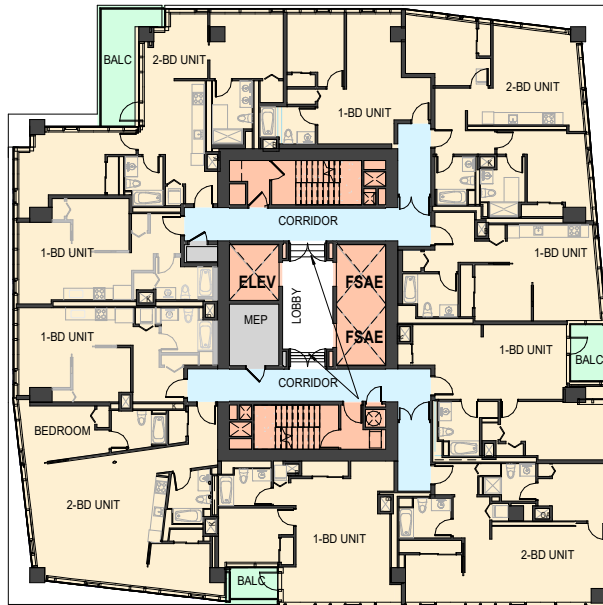
FIGURE NOT TO SCALE

30 OTIS STREET PROJECT

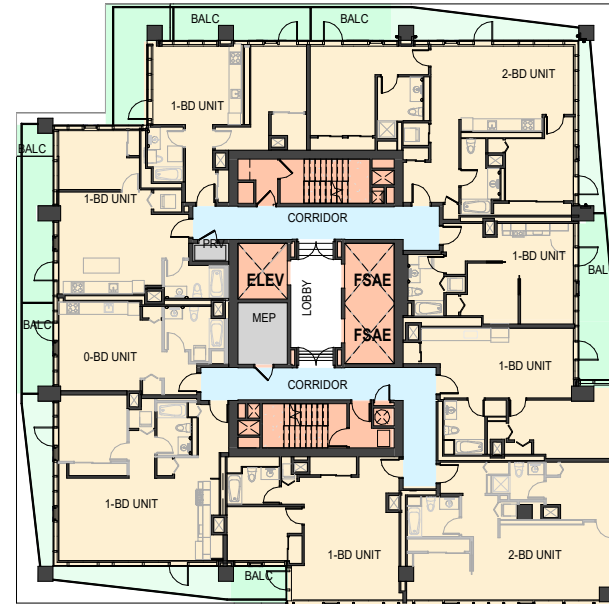
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FIGURE 10: PROPOSED 11th FLOOR PLAN





FLOORS 12-21



FLOORS 22-25

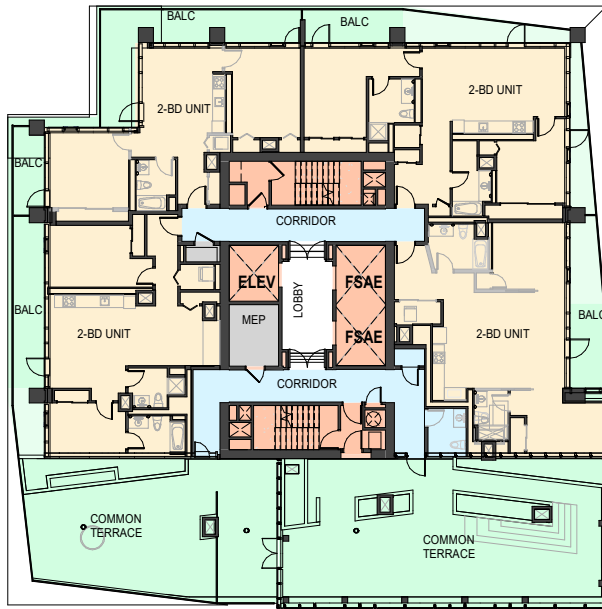
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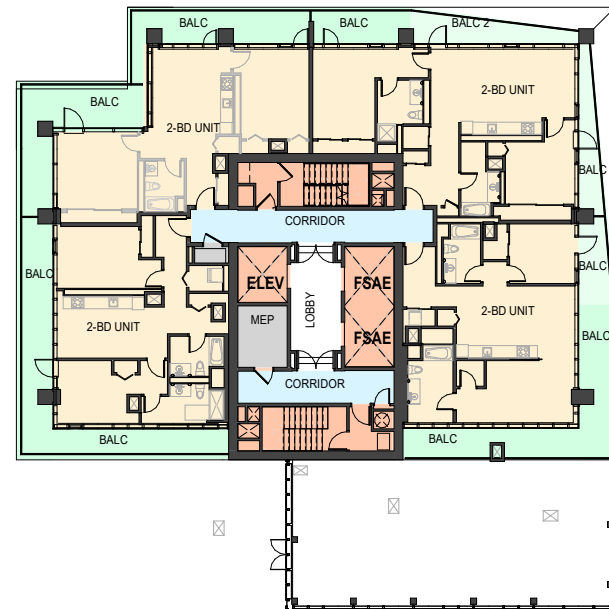
### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 11: FLOORS 12 THROUGH 25 TYPICAL FLOOR PLAN



FLOOR 26



FLOOR 27

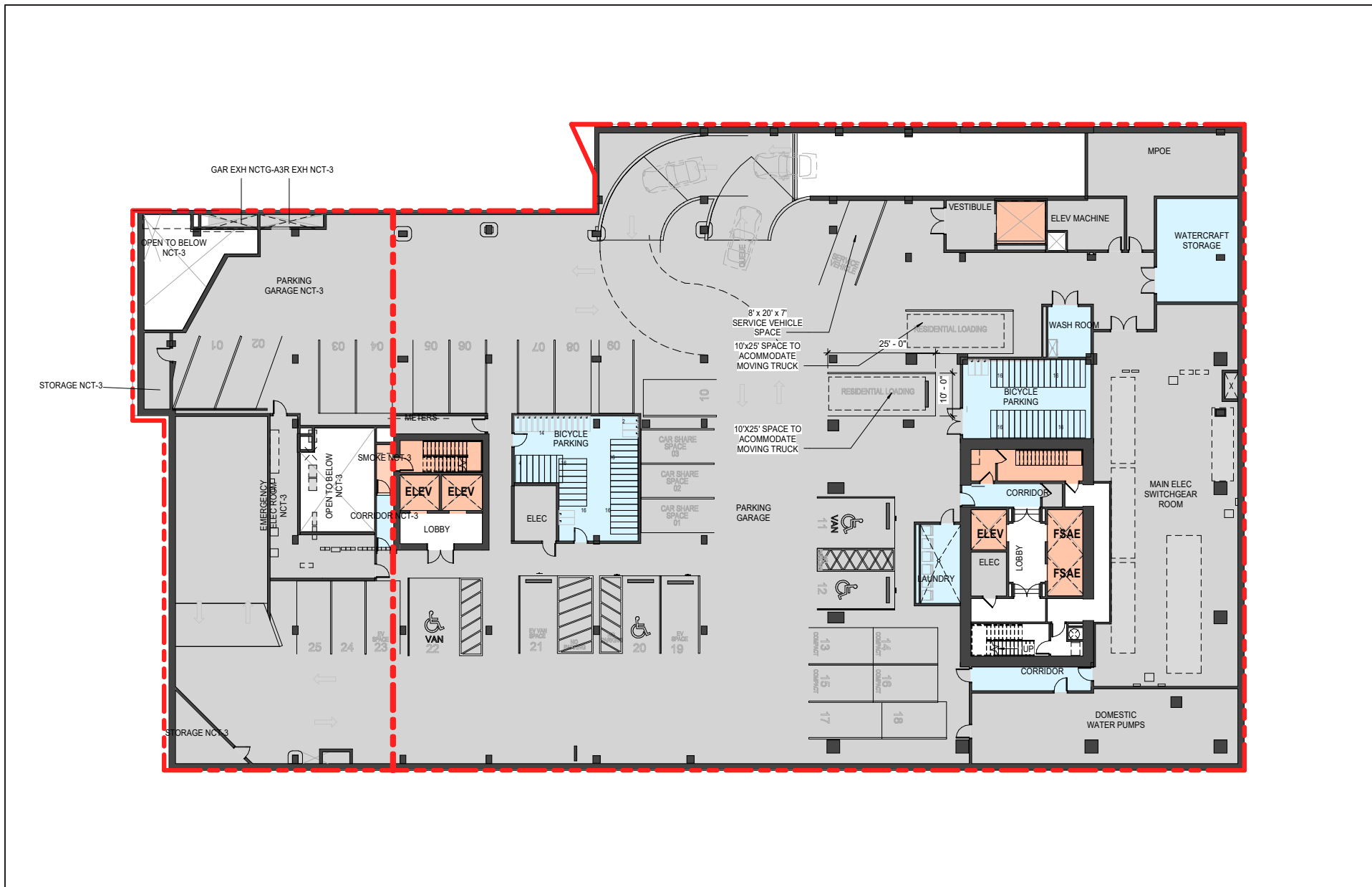
SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

FIGURE 12: PROPOSED 26th and 27th FLOOR PLAN



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 13: PROPOSED BASEMENT LEVEL 1 PLAN**



SOURCE: GOULDEVANS

FIGURE NOT TO SCALE

### 30 OTIS STREET PROJECT

Case No. 2015-010013ENV

**FIGURE 14: PROPOSED BASEMENT LEVEL 2 PLAN**

## PROJECT APPROVALS

The proposed 30 Otis Street project would require the following approvals:

### Actions by the Planning Commission

- Approval of an application for a Planning Code section 309 downtown project authorization for the construction of a new building in a Downtown (C-3) Zoning District and for granting exceptions to Planning Code section 148 for ground-level wind currents.
- Approval of an *in-kind improvement agreement* under Planning Code section 421.3(d) for community improvements for neighborhood infrastructure within the Market and Octavia Plan area, and Planning Code section 424.3(c) for community improvements for the neighborhood infrastructure within the Van Ness and Market Downtown Residential Special Use District (Neighborhood Infrastructure Fee).
- *General plan referral* for sidewalk changes, and 15-foot, 6-inch curb cut.

### Actions by the Zoning Administrator

- Granting of variances from the Planning Code's requirements for an awning that functions as a wind canopy (Planning Code section 136.1) and ground floor height requirements (Planning Code section 145.1).
- Granting of an exemption from requirements to height for elevator overrun above 16 feet (Planning Code section 260(b)(1)(B)).
- Granting of a modification to rear yard requirements in the NCT District (Planning Code section 134).

### Actions by other City Departments

- Approval of site, demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of permits for streetscape improvements in the public right-of-way, including new curb cuts on 12<sup>th</sup> Street (Department of Public Works).
- Approval of project compliance with the stormwater design guidelines (San Francisco Public Utilities Commission).
- Approval of a stormwater control plan (San Francisco Public Utilities Commission).
- Approval of a site mitigation plan and issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health).

### Actions by Other Government Agencies

- Approval of permit for installation, operation, and testing of a diesel backup generator (Bay Area Air Quality Management District).

## EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report (PEIR) for the Market and Octavia Neighborhood Plan (Market and Octavia PEIR).<sup>5</sup> The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the 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, focused mitigated negative declaration or environmental impact report (EIR). If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Market and Octavia PEIR and this project-specific initial study in accordance with the CEQA guidelines sections 21083.3 and 15183.

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

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. 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).

The proposed project would demolish the five existing buildings on the proposed project site and construct a single mixed-use residential-over-retail and arts activities building, totaling approximately 485,000 sf (or 405,000 gsf per the San Francisco Planning Code). The proposed building would include a 250-foot-tall, 27-story tower in the southeastern portion of the site, and an 85-foot-tall, 10-story podium extending along Otis Street. The new building would include 423 residential units, approximately 5,600 sf of ground-floor retail space, approximately 17,000 sf of arts activities space, and approximately 23,000 sf of open space. As discussed below in this initial study, with the exception of historic architectural resources, construction-related transportation impacts, and cumulative wind conditions, 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 2007, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Market and Octavia neighborhood plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

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<sup>5</sup> San Francisco Planning Department, Market and Octavia Neighborhood Plan Final Environmental Impact Report (PEIR), Planning Department Case No. 2003.0347E, State Clearinghouse No.2004012118, certified April 5, 2007. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>.

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “Automobile Delay and Vehicle Miles Traveled” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various city agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element (ROSE) of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan (UWMP) adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

### **Aesthetics and Parking**

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>6</sup> Project elevations are included in the project description for information purposes.

### **Automobile Delay and Vehicle Miles Traveled**

CEQA section 21099(b)(1) also requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section

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<sup>6</sup> San Francisco Planning Department. Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 30 Otis Street, May 10, 2017. 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. 2015-010013ENV.

21099(b)(1), automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA<sup>7</sup> recommending that transportation impacts for projects be measured using a 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). In November 2017, OPR published the text of the proposed new CEQA Guidelines section 15064.3, Determining the Significance of Transportation Impacts, and will commence a formal rulemaking process to adopt the proposed changes. (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures D1 Traffic Mitigation Measure for Hayes and Gough Streets Intersection (LOS C to LOS F p.m. peak hour), D2 Traffic Mitigation Measure for Hayes and Franklin Streets Intersection (LOS D to LOS F p.m. peak hour), D3 Traffic Mitigation Measure for Laguna/Market/Hermann/Guerrero streets Intersection (LOS D to LOS E p.m. peak hour), D4 Traffic Mitigation Measure for Market/Sanchez/Fifteenth streets Intersection (LOS E to LOS E with increased delay p.m. peak hour), D5 Traffic Mitigation Measure for Market/Church/Fourteenth streets Intersection (LOS E to LOS E with increased delay p.m. peak hour), D6 Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Avenue Intersection (LOS F to LOS F with increased delay p.m. peak hour), and D7 Traffic Mitigation Measure for Hayes Street/Van Ness Avenue Intersection (LOS F to LOS F with increased delay p.m. peak hour). Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

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

The Market and Octavia PEIR determined that implementation of the neighborhood plan would not result in significant impacts on land use and land use planning, and no mitigation measures were identified. The proposed project would demolish the existing five buildings on the project site and construct a single mixed-use residential-over-retail and arts activities building, totaling approximately 485,000 sf with a 250-foot-tall, 27-story tower and an 85-foot-tall 10-story podium that would contain 423

<sup>7</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).



residential units, and approximately 5,600 sf of retail space, and approximately 17,000 sf of arts activities space. The proposed project is within the scope of development projected under the Market and Octavia Neighborhood Plan.

The Citywide Planning and Current Planning divisions of the department have determined that the proposed project is permitted in the zoning districts in which the project site is located, and would be consistent with bulk districts, density, and land uses as envisioned in the Market and Octavia Area Plan, described below.<sup>8,9</sup>

The area plan designates the portion of the project site on lots 010, 012, 013, 016 as within the C-3-G (Downtown General Zoning District) and Van Ness and Market Downtown Residential Use District, and the portion of the project site on lot 018 as within the NCT-3 (Moderate Scale Neighborhood Commercial Transit District). Three of the lots (010, 016 and 018) are in an 85-X height and bulk district and two of the lots (012 and 013) are in an 85/250 R-2 height and bulk district. The 85-X height and bulk district permits buildings up to 85 feet in height with no bulk restrictions, and the 85/250-R-2 height and bulk district permits buildings up to 250 feet in height with bulk restrictions pursuant to Planning Code section 270.

The Market and Octavia Area Plan allows for intensive commercial uses and residential towers clustered around the intersection of Market Street and Van Ness Avenue. The proposed project is consistent with the area plan's goals for mixed-use, high-density development near transit. It is also consistent with the area plan's goals to retain arts uses and to provide neighborhood serving retail. The proposed project would provide limited onsite parking that supports transit trips, consistent with the plan's policies. The building façade, street-level retail uses, and pedestrian-scale design along Otis and 12<sup>th</sup> streets are consistent with the area plan's design principles. The C-3-G district and Van Ness and Market Downtown Residential Special Use District encourage the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. The NCT-3 zoning encourages a wide variety of ground floor retail uses with residential development above.

The proposed project would have a floor area ratio (FAR) of 12:1 in the C-3-G district, which would exceed the allowed base FAR of 6:1, as well as the maximum allowed FAR of 9:1. The project sponsor would pay the fees to exceed the FAR, as allowed under Planning Code section 424. The proposed project would also require an exception to requirements for ground-level wind currents (Planning Code section 148). The proposed project would require a variance for planning code's requirements for an overhead horizontal projection that functions as a wind canopy (Planning Code section 136.1) and ground floor height requirements (Planning Code section 145.1). An exemption from requirements to height for elevator overrun above 16 feet (Planning Code section 260(b)(1)(B)) and a modification to rear yard requirements (Planning Code section 134) are also required. The intensification or changes in land uses at the project site would not physically divide an established community or conflict with applicable land use plans, policies, and regulations adopted to avoid or reduce environmental effects, beyond that identified in the PEIR.

Because the proposed project would be consistent with the development density established in the Market and Octavia Neighborhood Plan, implementation of the proposed project would not result in

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<sup>8</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 30 Otis Street, Case No. 2015-010013ENV. June 20, 2017.

<sup>9</sup> San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 30 Otis Street, Case No. 2015-010013ENV. July 21, 2017.

significant impacts that were not identified in the Market and Octavia PEIR related to land use and land use planning, and no mitigation measures are necessary.

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

One goal of the Market and Octavia neighborhood 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 would remove the existing buildings on the project, which provide approximately 53,200 square feet of retail, office, industrial/PDR, and arts activities uses with an estimated 37 existing employees.<sup>10</sup> No residential uses exist on the project site. The proposed project would construct 423 new residential units, approximately 5,600 sf of retail, and approximately 17,000 sf of arts activities spaces. The project would result in a net increase in housing and a net increase in jobs on the project site as follows: an increase of 423 dwelling units and approximately 791 residents; an increase of approximately 6,600 sf of art uses for the City Ballet School; and a decrease of approximately 2,600 sf of retail space. There would be an increase of 80 retail employees, 17 building management and service staff, and 12 ballet school staff, a total of 109 net new employees.<sup>11</sup>

The project would not displace existing housing units. The inclusion of 423 new dwelling units would provide additional housing that could be used by future employees at the site. While approximately 37 existing employees from the PDR, office, and retail uses would be displaced, the project would result in approximately 109 new employees from proposed residential, retail, and expanded arts activity uses.

<sup>10</sup> Align Otis, LLC, communication dated October 18, 2017.

<sup>11</sup> 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. Retail employment was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review (Transportation Guidelines)*.

These direct effects of the proposed project on population and housing are within the scope of the population and housing growth anticipated under the Market and Octavia neighborhood plan and would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Market and Octavia PEIR.

The project's contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas (GHG) emissions, recreation, utilities and service systems, and public services.

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

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code. The Market and Octavia Plan PEIR analyzed the various historic resources within the plan area and listed the identified historical resources. The PEIR noted that although development would be allowed in the plan area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. No mitigation measures were identified.

The proposed project would demolish the existing five buildings on the site, and construct a new 27-story tower and 10-story podium. A *historic resource evaluation*<sup>12</sup> evaluated the proposed project for potential impacts on historic resources. The evaluation determined that one of the buildings, 14–18 Otis Street, is a well-preserved and notable example of a 1920s industrial loft building, which contained the former Lotus Fortune Cookie Co. Factory. The building appears eligible for individual local listing in the California Register of Historic Resources and is considered an individual historical resource under CEQA.

<sup>12</sup> VerPlanck Historic Preservation Consulting. Historic Resource Evaluation. 30 Otis Street Project. San Francisco, California. August 8, 2016

Therefore, demolition of the 14–18 Otis Street building would have a significant adverse effect on a historic resource that was not identified in the Market and Octavia PEIR. The focused EIR for the proposed project will evaluate the project impacts on this historic architectural resource.

### 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 a less-than-significant level. Market and Octavia PEIR Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center (NWIC) and the planning department. Mitigation Measure C2: General Soil-Disturbing Activities applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation measure C2 requires that a *preliminary archeological sensitivity study* be prepared by a qualified consultant. 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 4 feet bgs, and requires an *archeological monitoring program*. Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District applies to properties in the Mission Dolores Archeological District.

No previous archeological studies have been previously completed for the property and the proposed project site is not within the Mission Dolores Archeological District; therefore, Mitigation Measures C1: Soil-Disturbing Activities in Archeologically Documented Properties, and C4: Soil-Disturbing Activities in the Mission Dolores Archeological District do not apply to the proposed project.

As a property with no previous archeological study and streetscape improvements, the proposed project is subject to Market and Octavia PEIR Mitigation Measures C2 and C3, requiring a preliminary archeological sensitivity study and an archeological monitoring program for excavation in public streets. In accordance with these PEIR mitigation measures, the San Francisco Planning Department completed a *preliminary archeological review*, which fulfills the requirement for preparation of a preliminary archeological sensitivity study.<sup>13</sup> The preliminary archeological review determined that the Colma Formation (which has the potential to contain historic-period and prehistoric archeological resources within the top 3 to 5 feet of the formation) is present beneath the project site at a depth of approximately 20 feet bgs. As the proposed mat slab foundation would likely extend into the Colma Formation, the department determined that an *archeological testing program* would be required, as described under Project Mitigation Measure 1: Archeological Testing Program. Under the archeological testing program, the project sponsor would be required to engage an archeologist from the Planning Department Qualified Archeological Consultants List to develop and implement a testing plan for archeological resources and human remains beneath the project site (including streetscape improvements) in accordance with planning department guidance. There are no known human remains, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. However, because of the potential depth of excavation, there is a possibility that previously unknown human remains could be discovered during excavation. Under the archeological testing program, measures for the handling of those remains would be included should an inadvertent discovery occur. Implementation of the archeological testing

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<sup>13</sup> San Francisco Planning Department, Environmental Planning Preliminary Archeological Review. November 4, 2016, updated October 24, 2017.

program would ensure that the proposed project would not result in significant impacts not identified in the Market and Octavia PEIR (see Project Mitigation Measure 1 at the end of this initial study for full mitigation measure text).

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

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Market and Octavia Neighborhood Plan. Accordingly, a *transportation impact study* and supplemental memorandum, under planning department direction, conducted a project-level analysis of the pedestrian, bicycle, loading, and emergency vehicle access transportation impacts of the proposed project.<sup>14,15</sup> Based on this

<sup>14</sup> Fehr & Peers. *Final - Transportation Impact Study. 30 Otis Street Project*. February 2018.

project-level review, the department determined that the proposed project would have potentially significant construction-related transportation impacts that are peculiar to the project or the project site and which will be analyzed in a focused EIR.

The Market and Octavia PEIR anticipated that growth resulting from future projects within the plan area could result in a significant impact on the 21 Hayes Muni route during the weekday p.m. hour, and identified one transit-specific transportation mitigation measure, which is described further below in the transit subsection. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less-than-significant level. Thus, the impact was found to be significant and unavoidable.

As discussed above, under Evaluation of Environmental Effects - Automobile Delay and Vehicles Miles Travelled, 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 initial study.

The Market and Octavia PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT analysis and induced automobile travel analysis presented below evaluate the project's transportation effects using the VMT metric.

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

### **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 or located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

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

The San Francisco County Transportation Authority uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The transportation authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day,

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<sup>15</sup> Fehr & Peers. *Supplemental Memorandum. 30 Otis Street 12th Street Access Alternative*. February 2018.

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.<sup>16,17</sup>

For residential development, the existing regional average daily VMT per capita is 17.2.<sup>18</sup> For retail development, regional average daily retail VMT per employee is 14.9.<sup>19</sup> Average daily VMT for both land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 3: Average Daily VMT, which includes the TAZ in which the project site is located, 578.

**Table 3: Average Daily VMT**

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 578	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 578
Households (Residential)	17.2	14.6	3.7	16.1	13.7	3.1
Employment (Retail)	14.9	12.6	8.9	14.6	12.4	9.0

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State OPR's 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 on VMT. If a project meets one of the three screening criteria provided (map-based screening, small projects, and proximity to transit stations), then it is presumed that VMT impacts would be less-than-significant for the project and a detailed VMT analysis is not required. Map-based screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT; small projects are projects that would generate fewer than 100 vehicle trips per day; and the proximity to transit stations criterion includes projects that are within one-half mile of an existing major transit stop, have a FAR of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the

<sup>16</sup> 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.

<sup>17</sup> San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

<sup>18</sup> Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

<sup>19</sup> Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other nonwork, nonschool tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

planning code without conditional use authorization, and are consistent with the applicable sustainable communities strategy.<sup>20</sup>

### **VTM Analysis - Residential**

As noted previously, existing average daily household VMT per capita is 3.7 for TAZ 578. This is 78 percent below the existing regional average daily VMT per capita of 17.2. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates that the proposed project's residential uses would not cause substantial additional VMT.

San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, using the same methodology as outlined for existing conditions, but includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040. Projected 2040 average daily household VMT per capita is 3.1 for TAZ 578, the transportation analysis zone in which the project site is located. This is 81 percent below the projected 2040 regional average daily VMT per capita of 16.1.<sup>21</sup> Given that the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's residential uses would not result in substantial additional VMT. Therefore, the proposed project's residential uses would not contribute considerably to any substantial cumulative increase in VMT.

### **VTM Analysis - Retail**

As mentioned previously, existing average daily VMT per employee is 8.9 for TAZ 578. This is 40 percent below the existing regional average daily VMT per employee of 14.9. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's retail/commercial uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets the *Proximity to Transit Stations screening criterion*, which also indicates that the proposed project's retail uses would not cause substantial additional VMT.

Projected 2040 average daily VMT per employee is 9.0 for the TAZ 578. This is 38 percent below the projected 2040 regional average daily VMT per capita of 14.6.<sup>22</sup> Given that the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's retail uses would not result in substantial additional VMT. Therefore, the proposed project's retail uses would not contribute considerably to any substantial cumulative increase in VMT.

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

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<sup>20</sup> San Francisco Planning Department. Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 30 Otis Street. Prepared by Fehr and Peers March 6, 2017.

<sup>21</sup> Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

<sup>22</sup> Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other nonwork, nonschool tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.



### **Induced Automobile Travel Analysis**

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's proposed transportation impact guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. These features would be sidewalk widening, on-street loading zones, bicycle parking, and curb cuts. These features fit within the general types of projects identified that would not substantially induce automobile travel. As the proposed project would not substantially induce automobile travel, the project would have a less-than-significant impact. Although the proposed project would not result in a significant loading impact, to further reduce the less-than-significant freight loading impacts, Improvement Measure TR-1 could be implemented to lessen the effect of loading operations in the proposed project vicinity.

### **Trip Generation**

The proposed project would contain 423 residential units, 71 auto spaces, three car share spaces, 361 class I and 32 class II bicycle parking spaces between the street level and two-level garage, approximately 5,600 sf of retail space on the ground floor, and approximately 17,000 sf of performing arts space for use by the City Ballet School.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in transportation impact study. The proposed project would generate an estimated net total of 4,479 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,223 person trips by auto (vehicle trips), 1,746 transit trips, 960 walk trips and 548 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated net total 710 person trips, consisting of 191 person trips by auto (158 vehicle trips accounting for vehicle occupancy data for this census tract), 292 transit trips, 139 walk trips, and 88 trips by other modes.

### **Transit**

The project site is located within a quarter mile of several local transit lines including Muni bus lines 6, 7, 9, 14, 21, 47, and 49, and rapid bus lines 7R, 9R, and 14R, Muni light rail lines J, K, L, M, and N, and Muni historic streetcar F-line. The proposed project would be expected to generate 1,705 daily transit trips, including 284 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 284 p.m. peak hour transit trips would be accommodated by existing capacity. As such, transit service demand generated by the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays such that significant adverse impacts in transit service could result.

The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to transit delays to the 21 Hayes Muni route. This degradation of transit service would occur as a result of changes to the configuration of Hayes Street, which were designed to enhance local vehicle circulation. The 21 Hayes route does not run near the project site, and as stated above, the project site is well served by other transit lines. Therefore, the proposed project would not contribute considerably to this significant cumulative transit impact.

### Pedestrians, Bicyclists, and Loading

The project-specific transportation analysis conducted for the 30 Otis Project determined that the project impacts related to pedestrian capacity and safety, bicycle access and hazards, and commercial/freight and passenger loading would be less than significant. While the proposed project would not create potentially hazardous conditions affecting traffic, transit, bicycles, or pedestrians, nor would it cause delays to transit, the sponsor has agreed to implement two improvement measures, Develop an Active Loading Management Plan, and Monitoring and Abatement of Queues, to further reduce these less-than-significant impacts. See "Improvement Measures" section at the end of this document for the full text of these improvement measures.

### Construction

The project-specific transportation analysis determined that temporary project construction impacts could result in a substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and potential disruptions to transit, thereby resulting in potentially hazardous conditions, which would be a significant impact. Further, the proposed project is anticipated to be under construction at the same time as other cumulative development projects in the vicinity, resulting in a significant cumulative construction transportation impact, to which the proposed project's contribution would be considerable. These construction transportation impacts will be evaluated in the EIR.

### Conclusion

For the above reasons, the operation of the proposed project would not result in significant impacts that were not identified in the Market and Octavia PEIR related to transportation and circulation and would not contribute considerably to transportation and circulation impacts that were identified in the Market and Octavia PEIR. However, the department determined that the project could have project-level construction-related transportation impacts and a considerable contribution to significant cumulative construction-related transportation impacts. These would be significant impacts that are peculiar to the project and the project site that were not identified in the Market and Octavia PEIR. As such, a focused EIR will analyze those cumulative construction-related transportation impacts.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
<b>5. NOISE—Would the project:</b>				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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 determined that implementation of the plan would not result in significant noise impacts during construction activities. The PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the plan would be less than significant. No mitigation measures related to noise were identified in the Market and Octavia PEIR.

### Construction Noise

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.

All construction activities for the proposed project (approximately 28 months) would be subject to the noise ordinance. Construction noise is regulated by the noise ordinance, which requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 A-weighted decibels (dBA) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building Inspection (building department) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8 p.m. and 7 a.m., unless the Director of Public Works authorizes a special permit for conducting the work during that period.

The building department is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 28 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the

contractor would be required to comply with the noise ordinance, which would reduce construction noise impacts to a less-than-significant level.

Construction vibration could be felt by nearby receptors during the 28-month construction period. However, construction vibration would be intermittent and limited to the period of construction, and would generally be most noticeable during demolition. The nearest sensitive receptors to the project site are residential uses along Brady Street adjacent to the northwest of the project site, which have the potential to be intermittently exposed to vibration noise levels greater than the ambient conditions.

For the above reasons, the proposed project would not result in significant construction noise impacts that were not identified in the Market and Octavia PEIR.

### **Operational Noise**

The PEIR noted that plan-related land use changes would have the potential to create 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 onsite equipment. Therefore, the increase in noise levels from operation of mechanical equipment would be less than significant.

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

The proposed project would include residential, retail, and arts activities uses, which are not considered noise-generating uses and likely would not generate noise levels above the ambient levels observed in the project vicinity, which is dominated by vehicular traffic noise. The proposed uses would also not generate vibration or ground-borne noise levels above the ambient levels, as those are also dominated by vehicular and transit traffic.

The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 12e and f from the CEQA guidelines, Appendix G is not applicable.

For the above reasons, the proposed project would not result in significant noise impacts that were not 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>
<b>6. AIR QUALITY—Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment 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 so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the 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 onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

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

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. Because these requirements provide the same dust control provisions as PEIR Mitigation Measure, E1: Construction Mitigation Measure for Particulate Emissions, this measure related to dust control is no longer necessary to reduce construction-related dust impacts of the proposed project. Therefore, the proposed project would not result in significant impacts related to construction dust that were not identified in the Market and Octavia PEIR and no mitigation is required.

### Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six *criteria air pollutants*: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, for which these pollutants are designated as nonattainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in nonattainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.<sup>23</sup>

The Bay Area Air Quality Management District (BAAQMD) prepared the updated 2017 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines),<sup>24</sup> which provide thresholds of significance for those criteria air pollutants that the SFBAAB is in nonattainment. The city uses these thresholds of significance.

#### Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 620-working day period, including approximately 40 days for demolition, 70 days for site preparation and grading, and a total of approximately 510 days for the various construction elements. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model and provided within an *air quality technical memorandum*.<sup>25</sup> The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to pounds/day using the estimated construction duration of 620 working days. As shown in **Table 4, Daily Project Construction Emissions**, unmitigated project construction emissions would be below the threshold of significance for the construction-related criteria air pollutants.

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<sup>23</sup> Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017, pp. 2-1.

<sup>24</sup> Ibid. Table 2-1.

<sup>25</sup> San Francisco Planning Department. Air Quality Technical Memorandum, 30 Otis Street, Project File 2015.010013ENV. August 16, 2017.

**Table 4: Daily Project Construction Emissions**

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
Unmitigated Project Emissions	11.51	10.58	0.49	0.46
Significance Threshold	54.0	54.0	82.0	54.0
Exceeds Threshold	No	No	No	No
Emissions over threshold levels are in <b>bold</b> .				
Source: BAAQMD 2011; San Francisco Planning Department 2017				

### Operation

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

The average daily and maximum annual emissions associated with operation of the proposed project are shown in **Table 5, Operational Criteria Air Pollutant Emissions**. Table 5 also includes the city's thresholds of significance. As shown in Table 5, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions.

**Table 5: Operational Criteria Air Pollutant Emissions**

	ROG	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Project <i>Average Daily</i> Emissions (lbs./day)	21.8	17.8	0.45	0.43
Significance Threshold (lbs./day)	54	54	82	54
Exceeds Threshold	No	No	No	No
Project <i>Maximum Annual</i> Emissions (tpy)	3.98	3.23	0.08	0.08
Significance Threshold (tpy)	10.0	10.0	10.0	10.0
Exceeds Threshold	No	No	No	No
lbs./day = pounds per day tpy = tons per year Source: BAAQMD 2011; San Francisco Planning Department 2017				

Based on the information above, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Market and Octavia PEIR related to violations of air quality standards or substantial increases in nonattainment criteria air pollutants.

### Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (ordinance 224-14, amended December 8, 2014) (article 38). The *Air Pollutant Exposure Zone* as defined in article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways.

The project site is located within an *Air Pollutant Exposure Zone*. For sensitive use projects (which include residential development) within the air pollutant exposure zone, the ordinance requires that the project sponsor submit an *enhanced ventilation proposal* for approval by the Department of Public Health that achieves protection from PM<sub>2.5</sub> (fine particulate matter) equivalent to that associated with a *Minimum Efficiency Reporting Value 13 filtration*. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved enhanced ventilation proposal. In compliance article 38, the project sponsor has submitted an initial application to the public health department.<sup>26</sup>

#### *Construction*

The project site is located within an identified air pollutant exposure zone and the proposed project would require heavy-duty off-road diesel vehicles and equipment during the majority of the anticipated 28-month construction period; therefore, the ambient health risk to sensitive receptors from air pollutants generated by construction emission exhaust is considered substantial. Thus, Project Mitigation Measure 2: Construction Air Quality has been identified to implement the Market and Octavia PEIR Mitigation Measure E2. Project Mitigation Measure 2: Construction Air Quality would require construction equipment engines meeting higher emission standards (lower emissions) which reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.<sup>27</sup> Therefore, impacts related to health risks from project construction emissions would be less than significant through implementation of Project Mitigation Measure 2: Construction Air Quality (see Project Mitigation Measure 2 at the end of this initial study for full mitigation measure text).

#### *Siting New Sources*

The proposed project would include a backup diesel generator. As described in the project description, the generator would be equipped with the best available control technology for diesel generators, which would reduce diesel particulate matter exhaust from stationary sources by 89 to 94 percent compared to uncontrolled stationary sources. Typically, backup generators are operated for a short duration for periodic testing and during occasional power outages. Given the limited operation and that the generator would be equipped with best available control technology, impacts related to health risks from siting new sources would be less than significant.

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<sup>26</sup> Department of Public Health, Environmental Health. Application for Article 38 Compliance Assessment. 14-38 Otis; 74-98 12th Streets. May 11, 2017.

<sup>27</sup> PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr. and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr.) and Tier 1 (0.60 g/bhp-hr.). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr.) and Tier 0 (0.40 g/bhp-hr.). In addition to the Tier 2 requirement, ARB Level 3 VDECs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr.) and 94 percent (0.0225 g/bhp-hr.) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr.) or Tier 0 engines (0.40 g/bhp-hr.).



## Odors

During construction, the various diesel-powered vehicles and equipment used onsite would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore considered less than significant. Other potential land uses associated with the proposed project, including the podium rooftop lounge and restaurants, are not expected to produce any offensive odors that would result in odor complaints. Therefore, odor impacts would be less than significant.

## Conclusion

For the above reasons, the proposed project would not result in significant air quality impacts that were not identified in the Market and Octavia PEIR.

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

The state CEQA Guidelines were amended in 2010 to require an analysis of a project's GHG emissions on the environment. The Market and Octavia PEIR was certified in 2007, before the amendment of the state CEQA Guidelines and, therefore, the PEIR did not analyze the effects of GHG emissions.

The air district has prepared guidelines and methodologies for analyzing 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 an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. The following analysis is based on air district 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*<sup>28</sup> presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,<sup>29</sup> exceeding the year 2020 reduction

<sup>28</sup> 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](http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf), accessed March 3, 2016.

<sup>29</sup> SF Environment, *San Francisco's 2015 Greenhouse Gas Emissions*, June 2017. Available at <https://sfenvironment.org/carbon-footprint>, accessed June 30, 2016.

goals outlined in the air district's 2010 *Clean Air Plan*,<sup>30</sup> Executive Order S-3-05<sup>31</sup>, and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>32,33</sup> In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,<sup>34</sup> B-30-15,<sup>35,36</sup> and Senate Bill 32.<sup>37,38</sup> 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 replace the existing five buildings totaling approximately 60,000 sf with a single mixed-use building totaling approximately 485,000 sf and increase the intensity of use of the site through the addition of 423 residential units and inclusion of retail and expanded arts activities uses. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential, retail, and expanded arts operations resulting in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the city's transportation demand management programs, Transportation Sustainability Fee, 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 and Irrigation

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<sup>30</sup> Bay Area Air Quality Management District, *Clean Air Plan*, April 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed June 30, 2017.

<sup>31</sup> 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.

<sup>32</sup> 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](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf), accessed March 3, 2016.

<sup>33</sup> Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

<sup>34</sup> 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 MTCO<sub>2</sub>E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO<sub>2</sub>E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO<sub>2</sub>E).

<sup>35</sup> 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.

<sup>36</sup> 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.

<sup>37</sup> Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

<sup>38</sup> Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.<sup>39</sup> Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the city's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>40</sup> and reducing the energy required to produce new materials.

Compliance with the city's Street Tree Planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).<sup>41</sup> Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.<sup>42</sup>

Therefore, the proposed project 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, which 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 and no mitigation measures are necessary.

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

<sup>39</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

<sup>40</sup> Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

<sup>41</sup> 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.

<sup>42</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 30 Otis Street Project, July 22, 2017.

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.

San Francisco Planning Code section 148, Reduction of Ground-level Wind Currents in C-3 Districts, outlines wind reduction criteria for projects in C-3 districts and sets criteria for wind comfort and hazards, requiring buildings to be shaped so as not to cause ground-level wind currents to exceed these criteria. The planning code establishes a comfort criterion of 11 miles per hour (mph) in areas of substantial pedestrian use and 7 miles per hour in public seating areas based on wind speeds measured and averaged over a period of 1 minute (equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence). The code requires that ground level wind speeds not exceed these comfort criteria more than 10 percent of the time year round between 7 a.m. and 6 p.m., with certain exceptions. The wind hazard criteria established by the planning code is 26 mph in public areas based on wind speeds measured and averaged over a period of 1 hour. Comparing the two criteria and stated on the same time basis, the hazard criterion wind speed (26 mph averaged over 1 hour) is equivalent to a 1-minute average wind speed of 36 mph, which is a speed where wind gusts can blow people over, and therefore, are hazardous. For the purposes of evaluating impacts under CEQA, the planning code hazard criterion is used.

Because the proposed project's 250-foot tall tower would exceed 85-feet in height, a pedestrian wind assessment was prepared by a qualified wind consultant for the proposed project to evaluate the potential wind impacts of the proposed development. The preliminary study followed planning department protocols, and conducted a wind-tunnel assessment under the existing, project, and cumulative scenarios. Due to the potential for wind hazard exceedances in the cumulative development scenario, a comprehensive wind assessment is being prepared. This would be a significant impact that is peculiar to the project and the project site that was not identified in the Market and Octavia PEIR. As such, a focused EIR will analyze the wind topic.

### **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.

In the project area, public plazas and other publicly accessible spaces are protected under Planning Code section 147, Reduction of Shadows on Certain Public or Publicly Accessible Open Spaces in C-3, SoMa Mixed Use, and Eastern Neighborhoods Mixed Use Districts. Under section 147, new buildings over 50 feet tall in those areas (such as the proposed project) shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on those open spaces.

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 the War Memorial open space and United Nations Plaza which are not. 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 could result in potentially significant shadow impacts on non-section 295 open spaces. Market and Octavia PEIR Mitigation Measure A1: Parks and Open Space Not Subject to Section 295, was determined to reduce but may not eliminate significant shadow impacts on the War Memorial open space and United Nations Plaza. The PEIR noted that potential new towers at Market Street and Van Ness Avenue could cast new shade on the United Nations Plaza, which could result in a significant and unavoidable impact on this public open space.

The Market and Octavia PEIR also analyzed potential shadow impacts on new and proposed parks and open spaces. These include Hayes Green, Octavia Plaza, McCoppin Square, and Brady Park. Given that these parks and open spaces had not been constructed at the time the PEIR was prepared, the PEIR found that potential shadow impacts on Hayes Green, Octavia Plaza, McCoppin Square, and Brady Park would not be significant. Thus, no mitigation measures were identified in the PEIR. However, the PEIR determined that once these parks and open spaces were constructed they would be subject to section 295 or Market Octavia PEIR Mitigation Measure A1, as appropriate. Since the publication of the PEIR, Hayes Green (now called Patricia's Green), Octavia Plaza, and McCoppin Square (now called McCoppin Hub Plaza), have been constructed. Patricia's Green is located on Octavia Street between Fell and Hayes streets. Octavia Plaza is located on Market Street, just west of the Central Freeway touch down and north of Elgin Park. McCoppin Hub Plaza (McCoppin Hub) is bounded by the Central Freeway to the west, Valencia Street to the east, and developed lots to the north and south.

The proposed project would construct a 250-foot-tall tower on the northeastern portion of the site, and an 85-foot-tall podium on the remaining lots southwest along Otis Street. The planning department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.<sup>43</sup> The preliminary shadow fan did not show any potential shadows on existing parks subject to Planning Code section 295, but the preliminary shadow fan did indicate that the proposed project could cast shadows on the future Brady Block Park, which is not and will not be under the jurisdiction of the Recreation and Park Commission, the future Natoma & 11<sup>th</sup> Street Park that will be subject to Section 295, as well as existing public open spaces such as McCoppin Hub. Therefore, Market and Octavia PEIR Mitigation Measure A1 is applicable to the proposed project. As discussed below, the project sponsor has fulfilled the requirements of Market and Octavia PEIR Mitigation Measure A1.

A shadow study was prepared by a qualified expert to determine the potential shadow impacts from the proposed project.<sup>44</sup> The shadow study consisted of quantitative analysis of the potential shadow impacts, including shadow effects of existing surrounding buildings and cumulative projects (i.e., other proposed development projects). According to the shadow analysis methodologies used under Planning Code section 295, shadow conditions are described with reference to the Theoretical Available Annual Sunlight (TAAS), which is the amount of sunlight that would be available in a park or open space in the course of a year if there were no shadows from structures, trees, or other objects. TAAS is calculated in square foot-hours (sfh), which is an expression of sunlight or shadow calculated by multiplying the square foot area of the park/open space by 3,721.4 (the maximum number of hours of sunlight available on an annual basis in San Francisco during the hours covered by Planning Code section 295). The analysis was based

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<sup>43</sup> San Francisco Planning Department, Preliminary Project Assessment, 30 Otis Street, Case No. 2015-010013PPA, October 27, 2015.

<sup>44</sup> FASTCAST. Shadow Analysis Report 30 Otis Street. February, 2 2018.

on a “solar year” to provide a sample of representative sun angles throughout the entire calendar year. The solar year is from June 21 through December 20. The sun angles from December 21 through June 20 mirror the solar year sun angles. The shadow study findings are summarized below.

#### *Future Brady Block Park*

The approximately 21,000-sf Brady Block Park would be part of a proposed development at 1629 Market Street located approximately 150 feet northwest of the proposed 30 Otis project site. Because the Brady Block Park has not yet been constructed, the potential impacts of the proposed 30 Otis Street project on the future Brady Block Park are discussed for informational purposes. . This park would not be subject to Planning Code section 295. The 1629 Market Street project includes four buildings that would cast shadows on the park when constructed, resulting in annualized shading of 46.6 percent of the TAAS. Another adjacent project at 53 Colton Street would also shade the future park. Under this future development scenario, the Brady Block Park would be shaded during the fall, winter, and spring months (approximately September through March) in the morning between approximately 8 a.m. and 10 a.m., resulting in annualized shading of 57.9 percent of the TAAS. The proposed project’s shadow would result in a 1.85 percent increase in the TAAS on the park. The maximum new shadow cast by the proposed project would be approximately 5,500 square feet, occurring on August 2 (May 10 mirror date) at 9:15 am, and would last for approximately 15 minutes. The average duration of new shadow throughout the year would be approximately 2 hours and 36 minutes. The longest duration of net new shadow would be for 3 hours and 48 minutes, and occur on August 9 and May 3. Shadows from the 30 Otis project would occur primarily in the morning hours and affect less than one quarter of the park area. Because Brady Block Park has not yet been constructed, future park programming and peak user periods are not currently known; however, future peak use patterns would be expected to occur in midday to afternoon periods, based on historic park usage for urban infill parks. For these reasons, the project’s shadow impacts would not be considered to substantially affect the use and enjoyment of Brady Block Park..

#### *Future Natoma and 11<sup>th</sup> Streets Park*

The Natoma and 11<sup>th</sup> Streets Park would be developed on parcels that have been purchased by the Recreation and Park Department, located along 11<sup>th</sup> Street between Minna and Natoma streets, approximately 900 feet east of the proposed project site in the western SoMa neighborhood. The approximately 19,600 sf park would not be developed until the current leases expire in 2024. Therefore, the potential impacts of the proposed 30 Otis Street project on the future Natoma and 11<sup>th</sup> Streets Park are discussed for informational purposes. The future Natoma and 11<sup>th</sup> Street Park is estimated to have 72,927,692 sfh of TAAS, with a predicted shadow load of 15,160,278 sfh annually, or 20.8 percent of the TAAS. Under the future cumulative development scenario, other nearby projects would contribute a very small amount of net new shadow on the future park. The proposed project would add 199,590 sfh of shadow on the Natoma and 11<sup>th</sup> Street Park, increasing the total percentage of TAAS by 0.27 percent. The maximum shadow by area would be 11,984 sf (on October 4<sup>th</sup> and March 8<sup>th</sup>), at 5:47 p.m. and lasting approximately 8 minutes. The average shadow duration would be approximately 30 minutes, and the longest shadow duration would be 50 minutes. New shadows would be cast during the fall and spring months (approximately September to October, and February to March) on the southeastern part of the park during the evening hours, between approximately 5:30 p.m. and 6 p.m. Plans for Natoma and 11<sup>th</sup> Street Park and future user patterns are not known at this time, but future peak use patterns would be expected to occur in midday to afternoon periods based on historic park usage for urban infill parks. Therefore, the proposed project’s shading on Natoma and 11<sup>th</sup> Street Park would not be expected to substantially affect the use of this proposed park.

### *McCoppin Hub*

The potential shadow cast upon McCoppin Hub from the 30 Otis project would be extremely minimal, occurring for approximately 7 minutes on June 21. This shadow would cover approximately 19.6 square feet, and occur at no other time throughout the year. Therefore, the proposed project's shading on McCoppin Hub would not be expected to have a significant impact on the use of this open space.

### *Nearby public and private areas*

The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA.

For the above reasons, the proposed project would not result in significant impacts project-specific or cumulative shadow impacts that were not identified in the Market and Octavia PEIR.

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

The 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 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.

Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. An update of the ROSE of the *General Plan* was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the city. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential "living alleys." In addition, the amended ROSE identifies the role of both the *Better Streets Plan* and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Two routes identified within the Green Connections Network cross the Market and Octavia Plan Area: Marina Green to Dolores Park (Route 15) and Bay to Beach (Route 4).

The planning code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The planning code open space requirements would help offset some of the additional open space needs generated by increased residential population to the project area. The proposed project would meet the Planning Code requirements and would include approximately 23,000 sf of open space. The proposed project also would include construction, through an in-kind agreement, of a new plaza at 12<sup>th</sup> Street and South Van Ness Avenue proposed by the city as part of its proposed Market Street Hub rezoning.<sup>45</sup>

Because the proposed project would not degrade recreational facilities and would be within the development density projected under the Market and Octavia Neighborhood Plan, there would be no additional impacts on recreation beyond those analyzed 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>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater 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"/>

<sup>45</sup> City and County of San Francisco. Planning Department 2017. The Market Hub Project. Available at <http://sf-planning.org/market-street-hub-project>. Accessed on October 12, 2017.



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

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

The SFPUC is also in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the city's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Market and Octavia Neighborhood Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects such as the Wiggle Neighborhood Green Corridor.<sup>46</sup>

As the proposed project is consistent with the development density established under the Market and Octavia Neighborhood Plan, there would be no additional impacts on utilities and service systems beyond those analyzed 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>
<b>11. PUBLIC SERVICES—Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR determined that the anticipated increase in population under the area plan would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

<sup>46</sup> SFPUC, Green Infrastructure Projects, June 2017. Available at <http://sfwater.org/index.aspx?page=671>, accessed June 30, 2017.

As the proposed project is consistent with the development density established under the Market and Octavia Neighborhood Plan, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed 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>
<b>12. BIOLOGICAL RESOURCES—Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is located within the Market and Octavia plan area and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts on biological resources not 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>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic groundshaking?	<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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 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 groundshaking, 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 (BMPs) to prevent erosion and discharge of soil sediments into the storm drain system, would reduce any potential impacts to less-than-significant levels.

Subsequent to the certification of the Market and Octavia PEIR, the Board of Supervisors amended the San Francisco Public Works Code adding section 146, Construction Site Runoff Control,<sup>47</sup> which requires all construction sites, regardless of size to implement BMPs to prevent construction site runoff discharges into the city's combined stormwater/sewer system. Construction sites that disturb 5,000 sf or more of ground surface are required to apply for a Construction Site Runoff Control Permit from the SFPUC and submit an erosion and sediment control plan that includes BMPs to prevent stormwater runoff and soil erosion during construction.

Because the proposed project would involve land-disturbing activities, the construction contractor is required to implement BMPs in compliance with these regulations. For this reason, PEIR Mitigation Measure G1: Construction-Related Soils Mitigation Measure, is no longer necessary to reduce any potential impacts of surface runoff and sedimentation. Compliance with these city requirements would ensure that the proposed project would not have a significant effect related to soil erosion that was not identified in the Market and Octavia PEIR.

A geotechnical investigation was prepared for the proposed project.<sup>48</sup> The geotechnical investigation relied on several available geotechnical studies and test boring results from the site and in the immediate vicinity to determine subsurface conditions at the site, and to provide recommendations. The geotechnical investigation determined that the site is underlain by approximately 9 to 12 feet of fill material, consisting of very loose to medium dense sand and silty sand with debris and rubble fragments. The fill is underlain by loose to dense sand (dune sand), to a depth of approximately 20 feet bgs. The dune sand is anticipated to be underlain by up to 7 feet of medium dense clayey sand and medium stiff to very stiff sandy clay and clay with sand (marsh deposit). Finally, dense to very dense sand, clayey sand, and silty sand (Colma Formation) is anticipated to the maximum depth explored in the vicinity (approximately 130 feet). Groundwater has previously been encountered at depths of approximately 14 to 17 feet bgs, however, due to fluctuations in the groundwater table caused by seasonal rainfall as well as excavation and dewatering activities at nearby construction sites, groundwater could be encountered at shallower depths. The proposed project site is not in an Alquist-Priolo Earthquake Fault Zone. There are no known active earthquake faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is approximately 11 miles to the west. The proposed project site is located on geological units with moderate to high liquefaction potential; it is not in a landslide zone.

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<sup>47</sup> Added by Ordinance No. 260-13, File No. 103814, Effective December 14, 2013.

<sup>48</sup> Rollo & Ridley Geotechnical Engineers and Scientists. 2016. Geotechnical Report Feasibility Study. 30-40 Otis Street, San Francisco, California. June 22, 2016.

Project construction would require excavation to a depth of up to 35 feet bgs for a two-level garage and foundations, requiring the removal of up to approximately 38,000 cubic yards of soil. The geotechnical report indicates that if excavations reach a depth of at least 20 to 25 feet bgs, dune sand and marsh deposits are capable of supporting the proposed building with the use of a shallow foundation system.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the city. The building department will review the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site specific soils report(s) through the building permit application process, as needed. The requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not 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>
<b>14. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	<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 offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>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>
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 would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The project site is completely covered by the existing buildings or paved. The proposed building would occupy the entire site and there would not be any change in the amount of impervious surface coverage, which in turn could increase the amount of stormwater runoff. In accordance with the city's Stormwater Management Ordinance (Ordinance No. 64-16) and Public Works Code section 147, the proposed project would be subject to the San Francisco Public Utilities Commission Stormwater Management Requirements and Design Guidelines, incorporating low impact design approaches and stormwater management system into the project which would reduce peak stormwater discharges. To achieve this, the proposed project would implement and install appropriate stormwater management systems that would manage stormwater on-site and limit demand on both collection system and wastewater facilities resulting from stormwater discharges. The project would include a non-potable water collection system that would be located in the basement. As a result, the proposed project would not increase stormwater runoff and would not result in flooding, substantial erosion, or siltation.

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 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.

Stormwater runoff during construction must comply with the Construction Site Runoff Ordinance (Ordinance No. 260-13) and the Public Works Code section 146. Construction activities that disturb 5,000 square feet or more, such as the project, must submit an erosion and sediment control plan to the SFPUC for review and approval prior to construction. The plan would outline the best management practices to be implemented during construction to prevent the discharge of sediment, non-stormwater, and waste runoff from the project site.

The proposed project site is not located within a 100-year Flood Hazard Zone,<sup>49</sup> a dam failure area,<sup>50</sup> or a tsunami hazard area.<sup>51</sup> No mudslide hazards exist on the proposed project site, nor is it located near any

<sup>49</sup> Federal Emergency Management Agency. 2007. *Draft Special Flood Hazard Areas (San Francisco)*. September 21.

<sup>50</sup> City of San Francisco. 2012. *General Plan*. Community Safety Element, October 2012, Map 6.

<sup>51</sup> Ibid, Map 5.

landslide-prone areas.<sup>52</sup> A seiche is an oscillation of a waterbody, such as a bay, which may cause local flooding. A seiche could occur in the San Francisco Bay due to seismic or atmospheric activity. However, the proposed project site is located approximately 1.75 miles from San Francisco Bay, and thus, would not be subject inundation due to a seiche. The proposed project would not significantly alter the site topography or increase the rate or amount of surface runoff in a manner that would result in on- or offsite flooding beyond current conditions.

For these reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not 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>
<b>15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>52</sup> Ibid, Map 4.

The Market and Octavia PEIR found that impacts related to hazards and hazardous materials would primarily originate 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. 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. The PEIR found that compliance with existing regulations and implementation of Mitigation Measure F1: Program- or Project-Level Mitigation Measures for Hazardous Materials, 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. The project site is not located in an area of naturally occurring asbestos, however, construction activities in such areas would also be 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 the air district. Mandatory compliance with these regulations makes PEIR Mitigation Measure F1 no longer necessary to reduce the construction-related impacts from release of hazardous materials in dust. The proposed project would not result in significant impacts related to construction dust.

### **Hazardous Building Materials**

The Market and Octavia PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials, which could expose workers or the community to hazardous building materials if improperly handled. The proposed project would demolish the five existing buildings on the project site, which all were constructed prior to 1980 and therefore could potentially contain hazardous building materials. Hazardous building materials addressed in the PEIR include asbestos and lead-based paints. The air district regulates the demolition and renovation of buildings that may contain asbestos. The air district must be notified of all demolitions and renovation of 100 sf of asbestos and requires abatement of asbestos-containing materials in accordance with applicable regulations prior to the start of demolition or renovation activities. Pursuant to state law, building department will not issue a demolition permit until asbestos abatement has been completed. California's health and safety code and San Francisco building code section 3407 requires compliance with work practices for all pre-1979 buildings undergoing additions, alterations, or demolition that may disturb or remove lead-based paints to minimize or eliminate the risk of lead contamination of the environment. California law requires that fluorescent lamps and tubes (which contain mercury) be recycled or disposed of at a hazardous waste disposal facility.<sup>53</sup> In addition, electrical equipment such as transformers and light ballasts that may contain polychlorinated biphenyls or DEHP (a toxic phthalate) must be removed and disposed of properly.<sup>54</sup> Required compliance with applicable

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<sup>53</sup> CCR Title 22, section 66261.50 *et seq.*

<sup>54</sup> CCR Title 22, section 67426.1 *et seq.*



federal, state, and local regulations would ensure that the proposed project would not result in any significant impacts related to hazardous building materials that were not identified in the Market and Octavia PEIR.

### Soil and Groundwater Contamination

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

The proposed project construction would involve excavation of up to 38,000 cubic yards of soil on a project site with potential subsurface contamination resulting from past and present auto repair uses. . Therefore, the project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase I environmental site assessment* (phase I ESA) that meets the requirements of Health Code section 22.A.6 to evaluate the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a *site mitigation plan* to the health department or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved site mitigation plan prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to the health department for oversight of site investigation and cleanup. As required, a phase I ESA and *phase II subsurface investigation* have been conducted to assess the potential for site contamination. The phase I ESA determined that, based on the historical presence of approximately six underground storage tanks (USTs), historical site usages including auto repair facilities, tire companies, electronics manufacturing, and other commercial uses, there is a potential for contaminated soil and/or groundwater to be present onsite.<sup>55</sup> The phase I ESA also concluded that based on the historic age of buildings present on the site, potential for lead-based paint and asbestos containing materials to be present within construction materials exists. In response to the recommendations in the phase I ESA, a phase II environmental investigation collected soil, soil vapor, and groundwater samples at the site to determine the presence of subsurface hazardous materials.<sup>56</sup>

Seven exploratory borings were advanced to depths of 20 to 25 feet bgs from various locations at the site to test for soil and groundwater conditions. Two additional soil vapor probes were also advanced to approximately 5 feet bgs. Based on the findings of the phase II investigation, elevated levels of lead, mercury, total petroleum hydrocarbons as diesel, total petroleum hydrocarbons as oil, polycyclic

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<sup>55</sup> Cornerstone Earth Group. 2015. Phase I Environmental Site Assessment. 74, 90 and 98 12th Street, and 14, 18, 30, and 32 Otis Street, San Francisco, California. May 12, 2015.

<sup>56</sup> Cornerstone Earth Group. 2015. Preliminary Soil, Soil Vapor, and Ground Water Quality Evaluation Report. 12th Street and Otis Street, San Francisco, California.

aromatic hydrocarbon benzol[a]pyrene, and polycyclic aromatic hydrocarbon benzo[b]flouranthene were present in soils above their respective residential *environmental screening levels*,<sup>57</sup> with the primary constituent of concern being lead detected in the fill material. While contaminants were detected above laboratory reporting limits in groundwater and soil vapor, no concentrations were present above residential environmental screening levels, and no further investigation or action at the site was required. The Phase II report indicated that contaminated soils would require removal and disposal at a class I hazardous materials facility at the time of excavation.

The Phase II report indicates that the existing USTs would require removal from the site prior to construction activities. Localized areas of impacted materials could be encountered at that time. The health department will require a site-specific health and safety plan, a dust control plan, and a site mitigation plan that presents protocols for properly managing/disposing the impacted fill material and USTs during excavation.

The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous materials in soil or groundwater that were not identified in the Market and Octavia PEIR.

### **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 building and fire departments will 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.

### **Airport Hazards**

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the proposed project would not result in any significant impact related to airport or airstrip hazards that were not identified in the Market and Octavia PEIR.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to hazards and hazardous materials that were not identified in the Market and Octavia PEIR.

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<sup>57</sup> Bay Area Regional Water Quality Control Board *User's Guide: Derivation and Application of Environmental Screening Levels (ESLs), Interim Final*, February 2016. ESLs provide conservative screening levels below which concentrations of contaminants are not considered to pose a chemical threat.

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

The 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. The PEIR determined that the area plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the city and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the building department.

For these reasons, the proposed project would not result in any significant impacts related to mineral and energy resources.

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

<b><i>Topics:</i></b>	<b><i>Significant Impact Peculiar to Project or Project Site</i></b>	<b><i>Significant Impact not Identified in PEIR</i></b>	<b><i>Significant Impact due to Substantial New Information</i></b>	<b><i>No Significant Impact not Previously Identified in PEIR</i></b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No agricultural resources exist in the Market and Octavia Area Plan. Therefore, 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 nonagricultural or nonforest uses.

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

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## MITIGATION MEASURES

### *Archeological Resources*

#### **Project Mitigation Measure 1: Archeological Testing Program (Implementing Market Octavia PEIR Mitigation Measure C2 and C3)**

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 archeological consultant from the rotational Department Qualified Archeological Consultants List maintained by the planning department archeologist. The project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the Qualified Archeological Consultants List. 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 site<sup>58</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>59</sup> 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 Archeological Resources Report (FARR) 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. The archeological testing program shall be conducted in accordance with the approved archeological testing plan. The archeological testing plan 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

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<sup>58</sup> By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>59</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco 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.

absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes a historical resource under CEQA.

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

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the archeological monitoring program 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 archeological 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 accordance 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 onsite/offsite 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 nonintentionally 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, who shall appoint a Most Likely Descendant (MLD) (Public Resources Code section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond 6 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, section 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.

*FARR.* The archeological consultant shall submit a draft 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 Archeological Site Survey NWIC shall receive one 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)b 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.

### *Air Quality*

#### **Project Mitigation Measure 2: Construction Air Quality (Implementing Market Octavia 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 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 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 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 onsite 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 project sponsor 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.

## IMPROVEMENT MEASURES

### *Transportation*

#### **Project Improvement Measure 1: Develop an Active Loading Management Plan**

The project sponsor will develop an active loading management plan that incorporates the following elements:

- *Coordinated Service Deliveries*  
Building management should work with delivery providers (UPS, FedEx, DHL, USPS, etc.) to coordinate regular delivery times, and retail tenants will be required to schedule their deliveries. Management shall instruct all delivery services that trucks will not stop on the 12<sup>th</sup> Street loading driveway, but rather will pull all the way into the 12<sup>th</sup> Street loading zone. The project will consider including an unassisted delivery system (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end) into the site design, particularly for when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.
- *Managed Move-In/Move-Out Operations*  
Building management will be responsible for coordinating and scheduling all move-in and move-out operations. To the extent possible for the Proposed Project, moves that use 15-foot box trucks or smaller, building management will direct drivers to use the move-in/move-out loading space on the first basement level.
- *Managed Usage of 12<sup>th</sup> Street Loading Zone*  
In order to minimize the potential for conflicts at the loading zone entrance and driveway, building management will provide a spotter to be used when a vehicle is actively using the loading area. When the loading zone is not in use, the loading zone door will be closed to signal that the area is inactive, and so that students do not enter the loading area.

- *Managed Garbage and Recycling Operations*  
Building management will ensure that garbage and recycling bins be cleared from the curbside after garbage and recycling has occurred. They will also ensure that the loading space and driveway be kept free of debris, garbage, and garbage bins.

## **Project Improvement Measure 2: Monitoring and Abatement of Queues**

As an improvement measure to reduce the potential for queuing of vehicles accessing the Project site, it will be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur adjacent to the site. A vehicle queue is defined as one or more vehicles blocking any portion of adjacent sidewalks or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis.

If recurring queuing occurs, the owner/operator of the facility will employ abatement methods as needed to abate the queue. Appropriate abatement methods would vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking and loading 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 to facilitate parking lot ingress and egress.

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

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