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Certificate of Determination
INFILL PROJECT ENVIRONMENTAL REVIEW

Case No.:	**2016-015092ENV**
Project Address:	**1990 Folsom Street**
Zoning:	PDR-1-G – Production, Distribution & Repair – 1 – General 58-X Height and Bulk District
Block/Lot:	3552/012
Lot Size:	29,028 square feet
Prior EIR:	Eastern Neighborhoods Area Plan (Mission)
Project Sponsors:	1990 Folsom Housing Associates, L.P. Feliciano Vera, Mission Economic Development Agency, (415) 282-3334
Staff Contact:	Chris Thomas – (415) 575-9036, christopher.thomas@sfgov.org

PROJECT DESCRIPTION

The project site consists of one parcel (Assessor's Block 3552, Lot 012) located on the northwest corner of 16th and Folsom streets in San Francisco's Mission neighborhood. The project site is located within a PDR-1-G zoning district and a 58-X Height and Bulk District. The proposed project would involve rezoning and height re-classification of the project site to an Urban Mixed Use (UMU) district and a 90-X height

(Continued on next page)

CEQA DETERMINATION

The project is eligible for streamlined environmental review as an infill project per Section 15183.3 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21094.5.

DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

Lisa M. Gibson

LISA M. GIBSON

Environmental Review Officer

9/26/17

Date

cc: Dragana Monson, Project Sponsor
Elaine Yee, Project Sponsor
Christy Alexander, Current Planning Division
Virna Byrd, M.D.F
Supervisor Hilary Ronen, District 9

PROJECT DESCRIPTION (CONTINUED)

and bulk district. The existing building (constituting about 8,850 square feet (sf) of Production, Distribution and Repair [PDR] space) and parking lots would be demolished and a 100 percent affordable mixed-use residential development with a total of 143 dwelling units would be constructed. The approximately 156,800 gross-square-foot (gsf) building would consist of a 17-foot-tall ground floor podium containing about 9,430 sf of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 sf for a childcare facility with a 1,540 sf outdoor play area fronting on Shotwell Street, and additional space for an inner courtyard, a community room, a bicycle storage room, and various rooms for building utilities and maintenance functions. Rising on top of the ground-floor podium would be two separate residential structures: a seven-story residential structure containing 137 dwelling units (23 studio, 47 one-bedroom, 63 two-bedroom, and four three-bedroom units), and a three-story residential structure containing six three-bedroom townhomes. In total, the proposed project would range in height from eight-stories and 88-feet-tall (95-foot-tall with elevator penthouse) on the south side of the project site to four-stories (approximately 47-foot-tall) on the north side of the project site. The proposed residential structures would be separated by a 7,900 sf of open space (on the roof of the podium) for use by the project's residents. An approximately 3,160 sf roof deck would be provided on the southeast corner of the eight-story building, with additional roof space to the north allotted to mechanical equipment and future provision of photovoltaic panels.

The proposed childcare facility, open daily from 7:30 a.m. to 6 p.m., would have a staff of approximately four to five individuals and serve 15 to 25 children less than five years of age. The PDR space would provide for artist studio and light manufacturing uses, a gallery to showcase work, and a location for occasional art openings and events. The smaller, eastern PDR space would hold events with a lower number of attendees up to 30 times per month and the larger, western PDR space would hold events with a higher number of attendees up to five times per month.[1]

No vehicular parking is proposed. The proposed project would include 120 *class I* bicycle spaces located on the ground-floor level and 14 Class II bicycle spaces would be distributed around the project site on the Folsom (six spaces), 16th (six spaces) and Shotwell (two spaces) streets sidewalks.[2] Subject to approval by the Municipal Transportation Agency, the proposed project would establish 44- and 22-foot-long on-street passenger loading (white) zones on 16th Street and Shotwell streets, respectively. An off-street loading dock for the PDR spaces would be provided via an approximately 10-foot-wide curb cut on Shotwell Street located approximately 40 feet north of 16th Street.

Pursuant to Planning Code section 315, the proposed project at 1990 Folsom Street would be an affordable housing project, where the principal use is housing comprised solely of housing that is restricted for a minimum of 55 years as affordable for "persons and families of low or moderate income," as defined in California Health & Safety Code section 50093.

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[1] See the 1990 Folsom Street Initial Study (Attachment A) for a more thorough description of the size and frequency of the events proposed for the PDR spaces.

[2] Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 bicycle parking spaces are racks 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.

PROJECT APPROVAL

The proposed project would require the following approvals:

Actions by the Board of Supervisors

- Approval of a legislative amendment for proposed zoning change and height re-classification under section 302 of the planning code.

Actions by the Planning Department

- Administrative approval by the planning department of an affordable housing project authorization pursuant to Planning Code Section 315.

Actions by City Departments

- Approval of a site permit from the Department of Building Inspection for demolition and new construction.
- Approval of a dust control plan by the Department of Public Health.
- Department of Public Health review for compliance with the Maher Ordinance, Article 22A of the Health Code.

Approval of a legislative amendment for the proposed zoning change and height re-classification under section 302 of the planning code constitutes the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco administrative code.

PROJECT SETTING

The approximately 29,000 square-foot project site is located on the northwest corner of 16th and Folsom Streets in San Francisco's Mission neighborhood (see Figure 1, Project Location) with an additional frontage on Shotwell Street. The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200 gsf), a vehicle repair shed, and a loading dock. The existing building is currently vacant and was most recently occupied by a bakery/distribution center.

Land uses near the project site are characterized by various residential, warehouse, commercial and PDR activities. The San Francisco Municipal Transportation Agency Flynn Division bus repair and storage facility occupies the entire block immediately east of the project site, across Folsom Street. Adjoining the project site directly to the north, on Folsom Street, is an empty warehouse formerly occupied by a lumber retailer. To the south, across 16th Street, is a two-story building with various with PDR tenants and, to the southwest (16th Street between Shotwell Street and South Van Ness Avenue) are a parking lot and a gas service station. Immediately west of the project site, across Shotwell Street, is a used car sales lot. Southeast of the project site (at the southeast corner of 16th and Folsom streets) is a three-story residential hotel with ground-floor retail establishments.

The project site is about a half-mile from the U.S. Highway 101 (Central Freeway) on- and off-ramps at South Van Ness Avenue and about a mile southwest of the I-80 on- and off-ramps at 10th Street. The nearest schools to the project site are Marshall Elementary School at 15th and Capp Streets, about 1,000 feet to the west, and St. Charles School, about 1,200 feet to the south at Shotwell and 18th Street.

The project site is in an area well-served by local transit and regional transit service. Specifically, the project site is located at the intersection of two transit corridors carrying local transit service operated by the San Francisco Municipal Railway ("Muni"): 16th Street, a major Muni corridor (22-Fillmore, 33-Ashbury/18th, and 55-16th Street), and Folsom Street, a minor Muni corridor (12-Folsom/Pacific). The project site is also two blocks east of Mission Street, a major Muni corridor (14-Mission, 14R-Mission Rapid, and 49-Van Ness/Mission). Supplementary Muni service within a one-half mile radius of the project site is provided along Bryant Street (27-Bryant) and Potrero Avenue/11th Street (9-San Bruno, 9R-San Bruno Rapid, and 47-Van Ness). Regional transit connections with the rest of the Bay Area and fast local transit within San Francisco are provided by the San Francisco Bay Area Rapid Transit District ("BART") at 16th Street/Mission Station at the intersection of Mission Street and 16th Street. Supplementary regional transit service is provided by SamTrans Routes 292 and 397 along Potrero Avenue, or other regional transit services accessible through transfers with Muni service.

STREAMLINING FOR INFILL PROJECTS OVERVIEW

California Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 provides a streamlined environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been previously addressed in a planning level decision[3] or by uniformly applicable development policies.[4] CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior Environmental Impact Report (EIR)[5] for a planning level decision, then that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, the streamlined environmental review would range from a determination that no further environmental review is required to a narrowed, project-specific environmental document.

Pursuant to CEQA Guidelines Section 15183.3, an eligible infill project is examined in light of the prior EIR to determine whether the infill project will cause any effects that require additional review under CEQA. The evaluation of an eligible infill project must demonstrate the following:

(1) the project satisfies the performance standards of Appendix M of the CEQA Guidelines;

(2) the degree to which the effects of the infill project were analyzed in the prior EIR;

[3] Planning level decision means the enactment of amendment of a general plan or any general plan element, community plan, specific plan, or zoning code.

[4] Uniformly applicable development policies are policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects.

[5] Prior EIR means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

(3) an explanation of whether the infill project will cause new specific effects[6] not addressed in the prior EIR;

(4) an explanation of whether substantial new information shows that the adverse effects of the infill project are substantially more severe than described in the prior EIR; and

(5) if the infill project would cause new specific effects or more significant effects than disclosed in the prior EIR, the evaluation shall indicate whether uniformly applied development standards substantially mitigate[7] those effects.[8]

No additional environmental review is required if the infill project would not cause any new site-specific or project-specific effects or more significant effects, or if uniformly applied development standards would substantially mitigate such effects.

INFILL PROJECT ELIGIBILITY

To be eligible for the streamlining procedures prescribed in Section 15183.3, an infill project must meet all of the criteria shown in italics below. As explained following each criterion, the proposed project meets the criteria for infill project streamlining.

a) *The project site is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter.*[9]

The project site is located within an urban area and has been previously developed. According to the *phase I environmental site assessment*,[10] available historical records show that the project site had been developed with a residence as early as 1889 and, by the 1960s, was utilized as a truck service and sales department for various bakeries. The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200 gsf), a vehicle repair shed, and a loading dock. The existing building is currently vacant and was most recently occupied by a bakery/distribution center.

b) The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.

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[6] A new specific effect is an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

[7] More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

[8] Substantially mitigate means that the policy or standard will substantially lessen the effect, but not necessarily below the levels of significance.

[9] For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way. Qualified urban use means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.

[10] Gannett Fleming, Phase I Environmental Site Assessment, 1990 Folsom Street, San Francisco. June 2015. This document and others referenced in this certificate unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-015092ENV.

The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.[11] The Appendix M checklist, which is located within the project file, covers the following topics for mixed-use residential projects: hazardous materials, air quality, transportation, and affordable housing. The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code (i.e., the "Cortese" list), and is not located near a high-volume roadway or a stationary source of air pollution (i.e., project site is not within an Air Pollutant Exposure Zone). The project site is located within a low vehicle travel area, within a half mile of an existing major transit stop, and consists of less than 300 affordable housing units.

c) *The proposed project is consistent with the general use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy.*

Plan Bay Area is the current Sustainable Communities Strategy and Regional Transportation Plan that was adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in July 2013, in compliance with California's governing greenhouse gas reduction legislation, Senate Bi11 375.[12] To be consistent with Plan Bay Area, a proposed project must be located within a Priority Development Area (PDA), or must meet all of the following criteria:

- Conform with the jurisdiction's General Plan and Housing Element;
- Be located within 0.5 miles of transit access;
- Be 100 percent affordable to low- and very-low income households for 55 years; and
- Be located within 0.5 miles of at least six neighborhood amenities.

The project site is located within the Eastern Neighborhoods PDA, and therefore the project is consistent with the general use designation, density, building intensity, and applicable policies specified in Plan Bay Area.[13] As discussed above, the proposed project at 1990 Folsom Street meets criteria a, b, and c, and is therefore considered an eligible infill project.

PLAN-LEVEL ENVIRONMENTAL IMPACT REPORT

The 1990 Folsom Street project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans which were evaluated in the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).[14] The Eastern Neighborhoods PEIR, which was certified in 2008, is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,0000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

This determination and the Infill Project Initial Study (Attachment A) concludes that the proposed project at 1990 Folsom Street: (1) is eligible for streamlined environmental review; (2) the effects of the infill project were analyzed in the Eastern Neighborhoods PEIR and applicable mitigation measures from the

[11] San Francisco Planning Department, *Eligibility Checklist: CEQA Guidelines Appendix M Performance Standards for Streamlined Environmental Review, 1990 Folsom Street*, August 28, 2017.

[12] Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area. Available: http://onebayarea.org/plan-bay-area/final-plan-bay-area.html. Accessed April 25, 2016

[13] Ibid.

[14] Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

PEIR have been incorporated into the proposed project; (3) the proposed project would not cause new specific effects that were not already analyzed and disclosed in the Eastern Neighborhoods PEIR; and (4) there is no substantial new information that shows that the adverse environmental effects of the infill project are substantially greater than those described in the prior EIR. Therefore, no further environmental review is required for the proposed 1990 Folsom Street project and this Certificate of Determination for the proposed project comprises the full and complete CEQA evaluation necessary for the proposed project.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR analyzed a range of rezoning options for the project site. The Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1990 Folsom Street project. As a result, the proposed infill project would not result in adverse environmental effects that are substantially greater than those identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. Regarding land use, the PEIR found a significant impact related to the cumulative loss of PDR. As discussed in the Project Description, the proposed project would involve the rezoning of the project site from PDR-1-G to UMU. Pursuant to section 843 of the planning code, the UMU district "is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area." The UMU district allows certain production, distribution and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. These are permitted uses in the PDR-1-G district, which also allows more intensive production, distribution and repair activities than would be allowed in the UMU district. As discussed in the Project Description, although development of the proposed project would result in the loss of about 8,850 gsf of PDR space, construction would result in about 9,430 gsf of new PDR space, a net gain of approximately 580 gsf of PDR space. Therefore, the proposed project would not contribute to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

The existing buildings at the project site, estimated to have been constructed in 1963, were reviewed by the Planning Department as part of the Showplace Square/Northeast Mission Historic Resource Survey[15] and given a rating of "6Z" and determined ineligible for national, state, or local listing or designation through local government review process. A historic resource evaluation prepared for the proposed project agreed with the existing structure's 6Z rating, stating that "the building at 1990 Folsom Street does not qualify as an historical resource under the criteria of the California Register of Historical Resources

[15] The Showplace Square/Northeast Mission Historic Resource Survey was adopted by the Historic Preservation Commission in June 2011 and may be accessed here: http://sf-planning.org/showplace-squarenortheast-mission-historic-resource-survey.

and is therefore not considered an historical resource under CEQA."[16] Upon review, the San Francisco Planning Department preservation team concurred with this determination.[17] In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

Regarding transit, the PEIR found that the anticipated growth resulting from the zoning changes could result in significant impacts on transit ridership. The proposed project would be expected to generate 487 daily transit trips, including 88 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 88 p.m. peak hour transit trips would be accommodated by existing capacity. Thus, transit ridership generated by the project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. In addition, transit ridership associated with anticipated events would be concentrated during the pre- and post-event periods, but would generally be spread across multiple BART and Muni lines, as well as multiple trains or buses operating along each line (for each given arrival or departure).

Finally, regarding shadow impacts, the PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. The proposed project would consist of a ground-floor podium occupying the project site with eight- and four-story residential structures separated by open space (on the roof of the podium). The eight-story building would be 85 feet tall (95 feet tall with an elevator penthouse) and the four-story building would be about 47 feet tall (with no rooftop structures). The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.[18] Therefore, a more refined shadow study was not conducted. 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.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials, and transportation. The Infill Initial Study (Attachment A) discusses the applicability of each mitigation measure from the Eastern Neighborhoods PEIR and identifies uniformly applicable development standards that would reduce environmental effects of the project.[19] **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR that would apply to the proposed project.

Table 1 –Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		

[16] Architecture + History, llc, *Historical Resource Evaluation 1990 Folsom Street, San Francisco, CA*, June 6, 2017.
[17] San Francisco Planning Department *Preservation Team Review Form*, August 3, 2017.
[18] San Francisco Planning Department. *Shadow Fan – 1990 Folsom Street*. July 11, 2017.
[19] The Infill Project Initial Study is attached to this document as Attachment A.

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: temporary construction noise from the use of heavy equipment would be generated	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-5: Siting of Noise-Generating Uses	Applicable: the project includes childcare, stationary equipment, PDR uses and events that could generate noise in excess of Noise Ordinance standards.	A noise study was prepared that determined that the project's noise-generating uses would not exceed applicable standards in the Noise Ordinance.
J. Archeological Resources		
J-3: Mission Dolores Archeological District	Applicable: project site is in the Mission Dolores Archeological District which requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement procedures related to archeological testing in compliance with this mitigation measure.
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: project would demolish an existing building	The project sponsor has agreed to dispose of demolition debris in accordance with applicable federal, state, and local laws

As discussed in the attached Infill Project Initial Study, the following mitigation measures identified in the Eastern Neighborhoods PEIR are not applicable to the proposed project: F-1: Construction Noise (Pile Driving), F-3: Interior Noise Levels, F-4: Siting of Noise-Sensitive Uses, F-5: Siting of Noise-Generating Uses, F-6: Open Space in Noisy Environments, G-2: Air Quality for Sensitive Land Uses, G-3: Siting of Uses that Emit DPM, G-4: Siting of Uses that Emit Other TACs, J-1: Properties with Previous Archeological Studies, J-2: Properties With No Previous Studies, K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area, K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District, K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District, E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Transportation Funding, E-4: Intelligent Traffic Management, E-5: Enhanced Transit Funding, E-6: Transit Corridor Improvements,

E-7: Transit Accessibility, E-8: Muni Storage and Maintenance, E-9: Rider Improvements, E-10: Transit Enhancement, and E-11: Transportation Demand Management.

Please see the attached Mitigation Monitoring and Reporting Program[20] (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures and uniformly applicable development standards, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on May 12, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. One comment was received by phone call that expressed general support for the project.

CONCLUSION

As summarized above and further discussed in the Infill Project Initial Study.[21]

1. The proposed project is eligible for the streamlining procedures, as the project site has been previously developed and is located in an urban area, the proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines, and the project is consistent with the Sustainable Communities Strategy;
2. The effects of the proposed infill project were analyzed in a prior EIR, and no new information shows that the significant adverse environmental effects of the infill project are substantially greater than those described in the prior EIR;
3. The proposed infill project would not cause any significant effects on the environment that either have not already been analyzed in a prior EIR or that are substantially greater than previously analyzed and disclosed, or that uniformly applicable development policies would not substantially mitigate potential significant impacts; and
4. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review is required for the proposed project pursuant to Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.

[20] The MMRP is attached to this document as Attachment B.
[21] Ibid

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ATTACHMENT A

Infill Project Initial Study

Case No.:	**2016-015092ENV**
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Block/Lot:	3552/012
Lot Size:	29,028 square feet
Prior EIR:	Eastern Neighborhoods Area Plan (Mission)
Project Sponsors:	1990 Folsom Housing Associates, L.P. Feliciano Vera, Mission Economic Development Agency, (415) 282-3334
Staff Contact:	Chris Thomas – (415) 575-9036, christopher.thomas@sfgov.org

PROJECT DESCRIPTION

Project Characteristics

The project site is located on the northwest corner of 16th and Folsom streets in San Francisco's Mission neighborhood. The project sponsor proposes the rezoning and height re-classification of the project site to an Urban Mixed Use (UMU) district and a 90-X height and bulk district. The proposed project involves demolition of the existing building (constituting about 8,850 square feet (sf) of Production, Distribution and Repair or PDR space), a loading dock and parking lots, and construction of a mixed-use residential development with a total of 143 units (see Figures 3 through 14). The approximately 156,800 gross-square-foot (gsf) building would consist of a 17-foot-tall ground floor podium containing about 9,430 square feet (sf) of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 sf for a childcare facility with a 1,540 sf outdoor play area fronting on Shotwell Street, and additional space for an inner courtyard, a community room, a bicycle storage room, and various rooms for building utilities and maintenance functions. Rising on top of the ground-floor podium would be two separate residential structures: a seven-floor residential structure containing 137 dwelling units (23 studio, 47 one-bedroom, 63 two-bedroom, and 4 three-bedroom units) and a three-floor residential structure containing six three-bedroom townhomes. The eight-story, 88-foot-tall (95-foot-tall with elevator penthouse) residential structure would be separated from the four-story (approximately 47-foot-tall) townhome structure by 7,900 sf of open space (on the roof of the podium) for use by the project's residents. An approximately 3,160 sf roof deck would be provided on the southeast corner of the eight-story building, with additional roof space to the north allotted to mechanical equipment and future provision of photovoltaic panels.

The primary access to both residential structures would be through a recessed entry court and lobby on 16th Street, with secondary access via an internal passageway from Folsom Street. The PDR studios and gallery would have individual entrances on Shotwell, 16th and Folsom streets, and the childcare facility would be accessed via the open space patio on Shotwell Street. Building access for the proposed childcare facility and PDR spaces would be separate from building access for the residential uses. The current five curb cuts (two on 16th, one on Shotwell and two on Folsom), ranging from about 24 feet to 44 feet in

width, would be removed and a new, approximately 10-foot-wide curb cut would be provided on Shotwell Street about 40 feet north of the intersection of16th Street to provide access to an off-street loading dock for the PDR spaces.

Subject to approval by the San Francisco Municipal Transportation Agency, the proposed project would also involve construction of a bulb-out at the northwest corner of the Folsom Street/16th Street intersection consistent with the standard improvements for Folsom Street recommended in the *Mission District Streetscape Plan*.[1] This bulb-out would connect to sidewalk changes already planned as part of the *22 Fillmore Transit Priority Project*,[2] including a sidewalk extension and bus bulb continuing west along the building's frontage along the north side of 16th Street to the building's main residential entry. Also subject to approval by the Municipal Transportation Agency, the proposed project would establish two on-street passenger loading (white) zones. One zone, measuring 44 feet in length, would be located along the 16th Street side of the building (just west of the sidewalk extension/bus bulb and main resident entry). The second zone, measuring about 22 feet in length, would be located along the Shotwell Street side of the building in front of the childcare facility. No vehicle parking or below-grade levels are proposed. A room for 120 *class 1* bicycle spaces and a bicycle repair area would be located on the ground-floor with primary access provided by building service corridors leading to and from the building's main resident entry (along 16th Street) and the building's egress (along Folsom Street), as shown in the ground floor plan included in Figure 3 – Proposed Site Plan. Fourteen *class 2* bicycle parking spaces would be distributed around the project site on the Folsom (six spaces), 16th (six spaces) and Shotwell (two spaces) street sidewalks.[3]

The proposed childcare facility, open daily from 7:30 a.m. to 6 p.m., would have a staff of approximately four to five individuals and serve 15 to 25 children less than five years of age. The two proposed PDR spaces (totaling 9,430 sf) would include an artist studio (screen-printing), light manufacturing uses, a gallery to showcase work, and locations for occasional art openings, and events. The proposed PDR spaces would also permit accessory events. The proposed PDR uses and accessory events are described in further detail below:

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[1] The Mission District Streetscape Plan is a community-based planning process to identify improvements to streets, sidewalks and public spaces in the city's Mission District. More information regarding the Mission District Streetscape Plan is available at: http://208.121.200.84/ftp/CDG/CDG_mission_streetscape.htm. Accessed August 9, 2017.

[2] The 22 Fillmore Transit Priority Project, sponsored by the San Francisco Municipal Transportation Agency and the Planning Department, consists of various transit priority and pedestrian safety improvements along the 22 Fillmore route on 16th Street. More information regarding the 22 Fillmore Transit Priority Project is available at: http://sf-planning.org/22-fillmore-transit-priority-project-16th-street-streetscape. Accessed September 11, 2017.

[3] Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 bicycle parking spaces are racks 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.

- The smaller PDR space (about 2,960 sf) fronting the Folsom Street/16th Street intersection is proposed to be used for screen-printing use, including both production and modest retail activities. The proposed PDR space would have an average staff of four to six people, and would host weekly events of approximately 20 to 25 people.
- The larger western PDR space (about 6,470 sf) fronting on Shotwell and 16th streets is proposed to be used for community arts space. The proposed PDR space would have a staff of approximately four to six people. The proposed community arts space would include accessory uses such as exhibitions with opening events and poetry readings which typically draw an audience of a hundred or more.

Given the size and frequency of potential events in the western PDR space, the prospective tenant provided a summary of representative events that could be held in this space, shown in Table 1. The tenant extrapolated estimated attendance levels based on the size of their current space and existing attendance levels.

Table 1. Representative Events in Western PDR Space

Representative Event	Event Characteristics			
	Potential Day(s) of Week	Potential Times of Day	Maximum Estimated Attendance	Maximum Expected Frequency
Public programs	Tuesday – Saturday	10:00 AM – 6:00 PM	Up to 75	30 / month
Rentals	Monday – Sunday	4:00 PM – 11:00 AM	Up to 200	Up to 10 / month
Public programs	Monday – Sunday	5:00 PM – 11:00 PM	Up to 300	Up to 5 / month
Rentals	Monday – Sunday	4:00 PM – 11:00 PM	Up to 300	Up to 5 / month
Public programs	Thursday – Saturday	6:00 PM – 2:00 AM	Up to 400	1 / month
Rentals	Thursday – Saturday	6:00 PM – 2:00 AM	Up to 400	2 / month
	Sunday – Wednesday	6:00 PM – 10:00 PM	Up to 400	1 / month

Source: Mission Economic Development Agency, 2017; Galería de la Raza, 2017.

Notes:

Public programs would be produced internally by the organization and would include general gallery operations (small events), larger public programs and community collaborations (medium-sized events), and other programs. Rentals would be external events (i.e., events produced outside of the organization) but held in the space.

Maximum attendance for large events is based on approximately 15 square feet per person, within the applicable building code limits.

As shown in Table 1, a range of events could be held in the space, with the majority taking place in the early and late evenings. Events related to general gallery operations would be the most frequent event type (taking place up to 30 times a month) and would generally have a maximum attendance of 75 people. Larger-sized events (up to 300 and 400 attendees) would be less frequent. Events with up to 300 attendees may occur up to five times a month, and events with up to 400 attendees may occur up to one to two times a month.

The estimated frequency of specific event types summarized in Table 1 are larger than expected by the project sponsor and provide the basis for a conservative analysis of their potential impacts regarding transportation and circulation and noise. Although the analyses conservatively assumes the event frequency and number of attendees provided in Table 1, the project sponsor expects that each PDR tenant would generally hold an event once weekly, with up to 10 events per month across both spaces. In a typical month, the project sponsor anticipates up to two to three overlapping events (i.e., events occurring simultaneously in both spaces) per month, or the equivalent of 425 total event attendees at the site under a conservative "worst-case" scenario of simultaneous maximum-attendance events in both PDR spaces (400 attendees in the western PDR space and 25 attendees in the eastern PDR space). This situation would, however, be rare, as it requires both PDR spaces to be holding events simultaneously and both events to be at maximum attendance levels.

Pursuant to Planning Code section 315, the proposed project would be an affordable housing project, where the principal use is housing comprised solely of housing that is restricted for a minimum of 55 years as affordable for "persons and families of low or moderate income," as defined in California Health & Safety Code section 50093. Construction of the proposed project is anticipated to take about 20 months and would require excavation of approximately 5,500 cubic yards of material to a depth of about four feet across the project site. The project construction would also include ground improvements to densify susceptible liquefiable soils, including conducting deep soil mixing. The proposed project would pursue *GreenPoint Platinum Rated certification*.[4]

The current building at the project site is not a historic resource; nor is the project site in a historic district or in an area proposed for either the California or National registers as historic districts.

Project Location

The approximately 29,000 sf project site occupies the southern portion of Block 3552, with frontage on Shotwell, 16th and Folsom streets in San Francisco's Mission neighborhood (see Figure 1, Project Location). The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200

[4] GreenPoint Platinum Certification refers to a program of Build It Green – a professional, non-profit membership organization whose mission is to promote energy- and resource-efficient buildings in California. Buildings are rated on a point-based system for energy efficiency, resource conservation, indoor air quality, water conservation and community. A platinum rating represents the highest level of certification.

gsf), a vehicle repair shed, and a loading dock (see Figure 2 – Existing Site). The existing building is currently vacant and was most recently occupied by a bakery/distribution center. Sidewalk widths (curb to property line) abutting the project site are approximately 11 feet along the west side of Folsom Street and approximately 15 feet along the north side of 16th Street and east side of Shotwell Street. However, the effective width of the sidewalks at certain points are reduced by several feet or more due to trash receptacles, fire hydrants, street lights, utility poles, bus stop shelters, traffic signal boxes, street trees, and other obstructions.

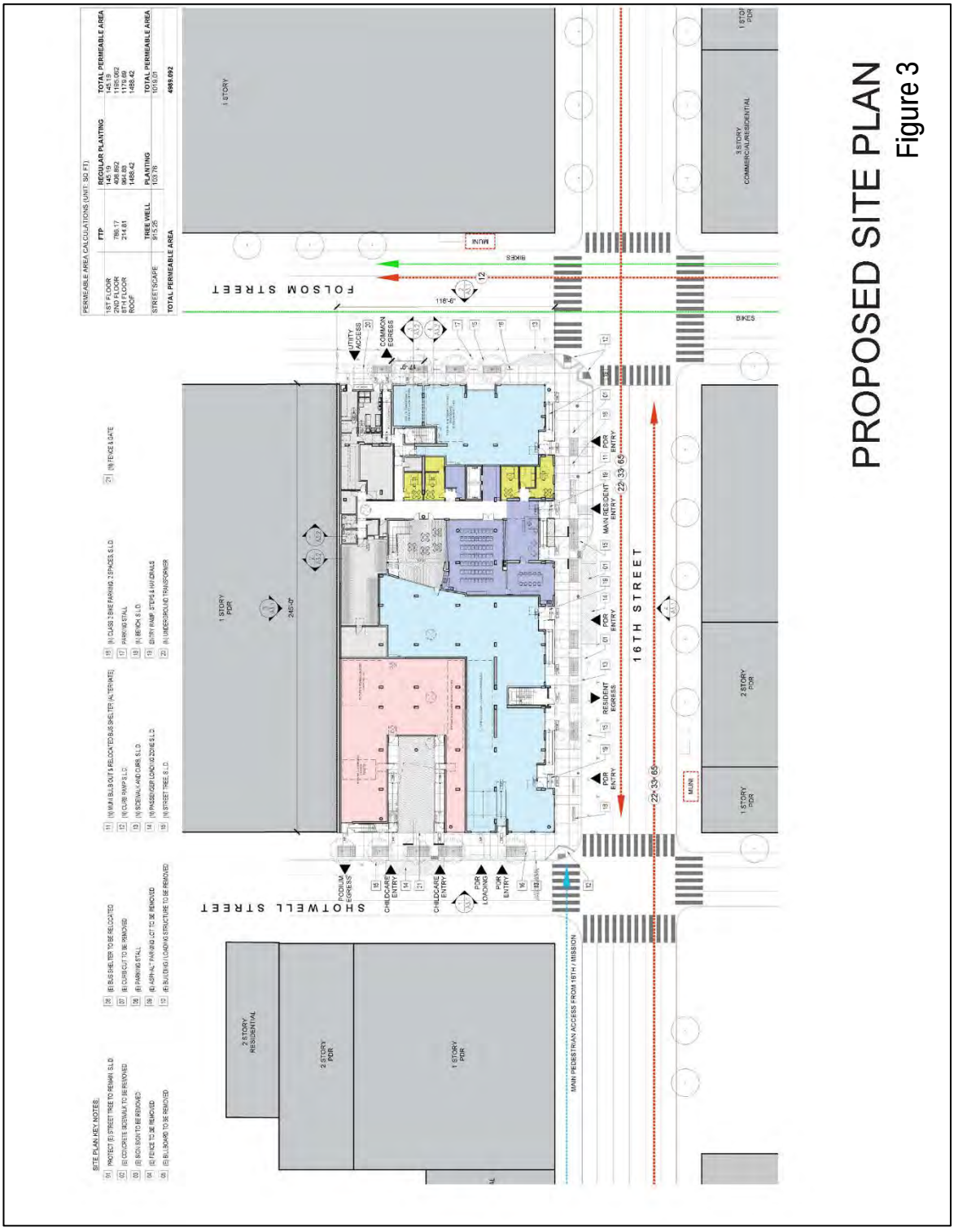
PROJECT SETTING

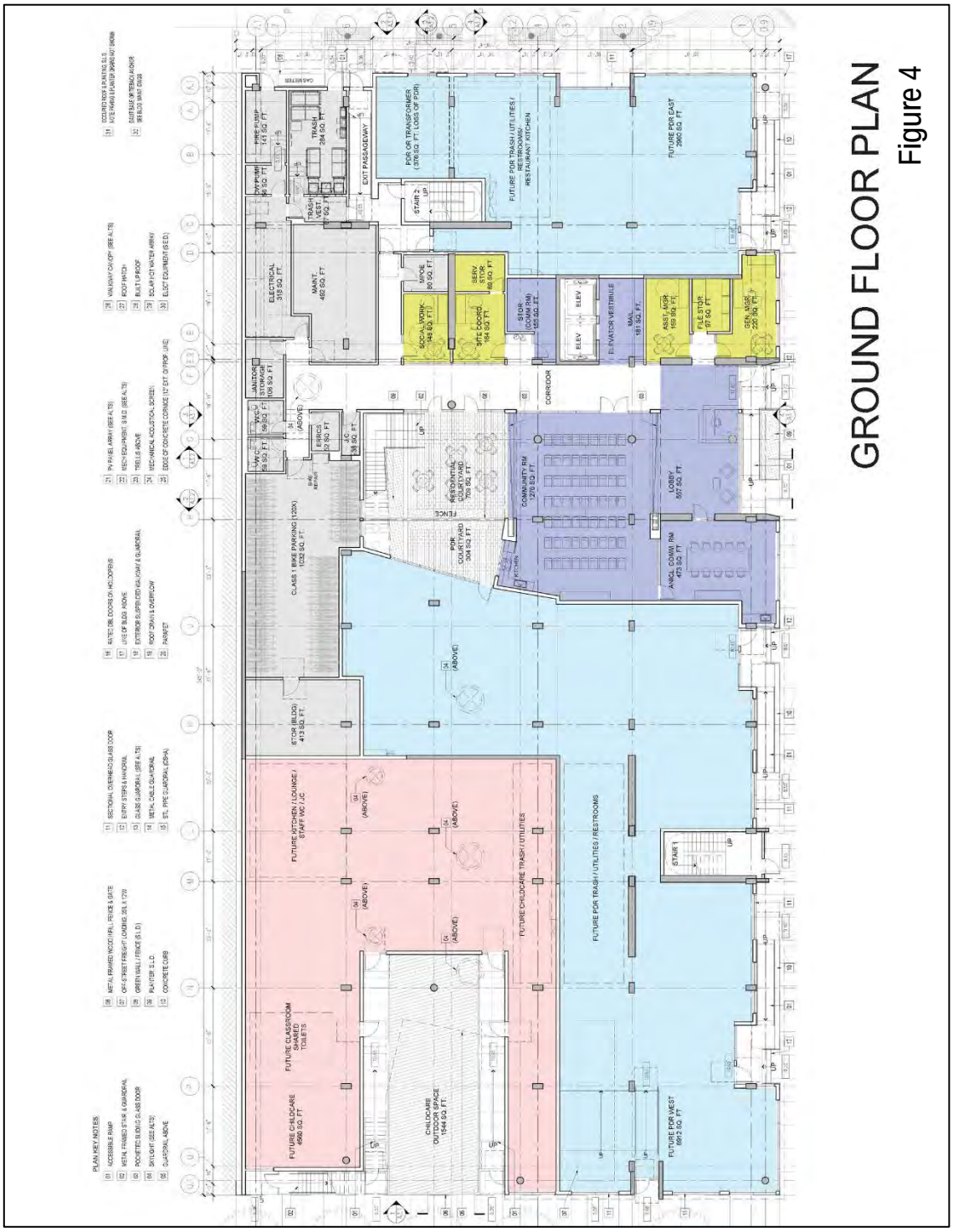
Land uses near the project site are characterized by various residential, warehouse, commercial and PDR activities and the building range in height from mostly of two- to four-story buildings. The San Francisco Municipal Transportation Agency Flynn Division bus repair and storage facility occupies the entire block immediately east of the project site, across Folsom Street. Adjoining the project site directly to the north, on Folsom Street, is an empty warehouse formerly occupied by a lumber retailer. To the south, across 16th Street, is a two-story building with various with PDR tenants and, to the southwest (16th Street between Shotwell Street and South Van Ness Avenue) are a parking lot and a gas service station. Immediately west of the project site, across Shotwell Street, is a used car sales lot. Southeast of the project site (at the southeast corner of 16th and Folsom streets) is a three-story residential hotel with ground-floor retail establishments.

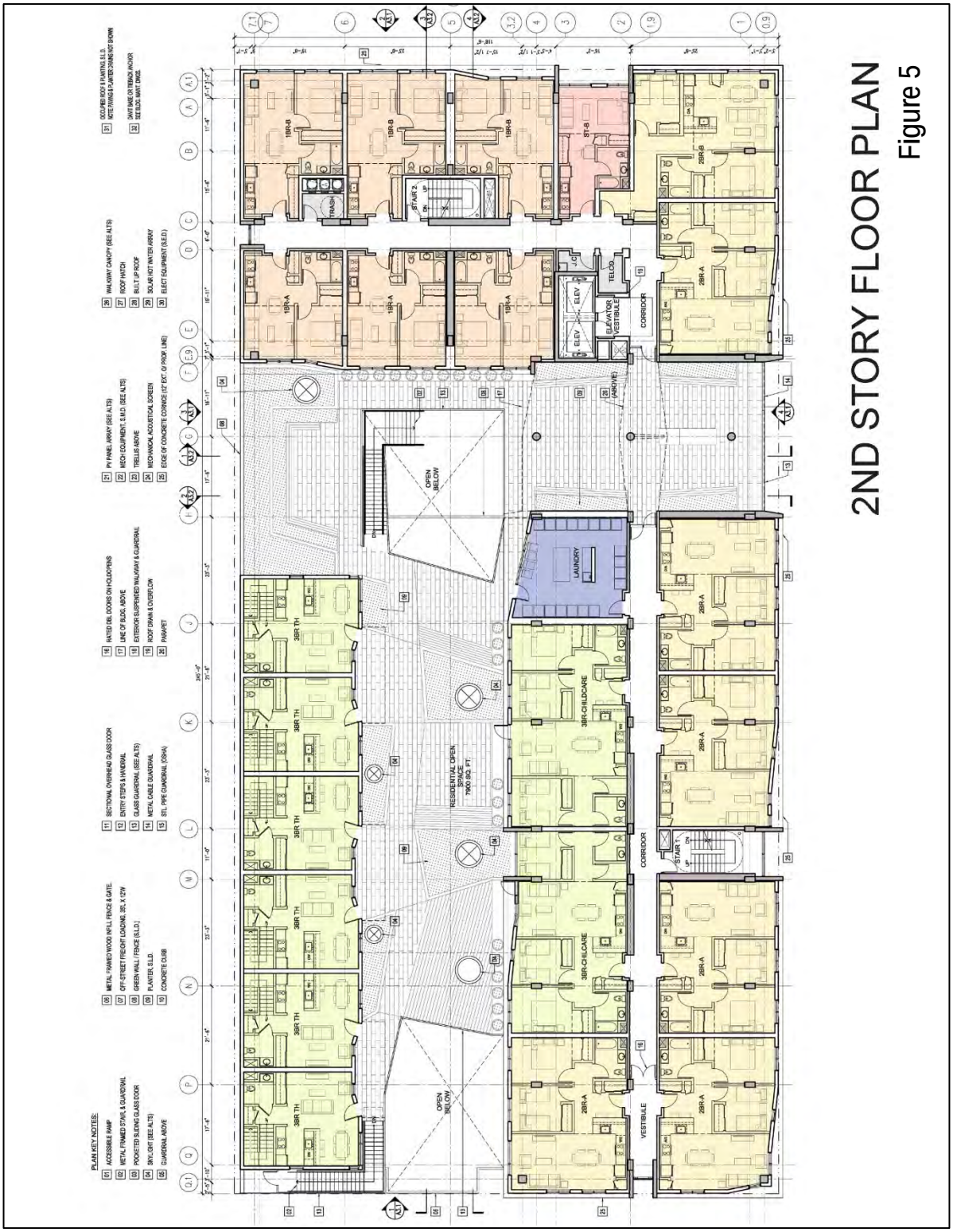
The project site is about a half-mile from the U.S. Highway 101 (Central Freeway) on- and off-ramps at South Van Ness Avenue and about a mile southwest of the I-80 on- and off-ramps at 10th Street. The nearest schools to the project site are Marshall Elementary School at 15th and Capp Streets, about 1,000 feet to the west, and St. Charles School, about 1,200 feet to the south at Shotwell and 18th Street.

Figure 1: Project Location

Figure 2 – Existing 1990 Folsom Site


PROPOSED SITE PLAN
Figure 3
FOLSOM STREET
16TH STREET
SHOTWELL STREET
MAIN PEDESTRIAN ACCESS FROM 16TH / MISSION
1 STORY PDR
2 STORY PDR
2 STORY RESIDENTIAL
3 STORY COMMERCIAL/RESIDENTIAL
MUNI
BIKES
PODIUM EGRESS
CHILDCARE ENTRY
CHILDCARE EXIT
PDR LOADING
PDR ENTRY
RESIDENT EGRESS
MAIN RESIDENT ENTRY
COMMON EGRESS
UTILITY ACCESS
PERMEABLE AREA CALCULATIONS (UNIT: SQ. FT.)
FTP
REGULAR PLANTING
TOTAL PERMEABLE AREA
1ST FLOOR
2ND FLOOR
6TH FLOOR
ROOF
TREE WELL
PLANTING
STREETSCAPE
TOTAL PERMEABLE AREA
SITE PLAN KEY NOTES:


GROUND FLOOR PLAN
Figure 4

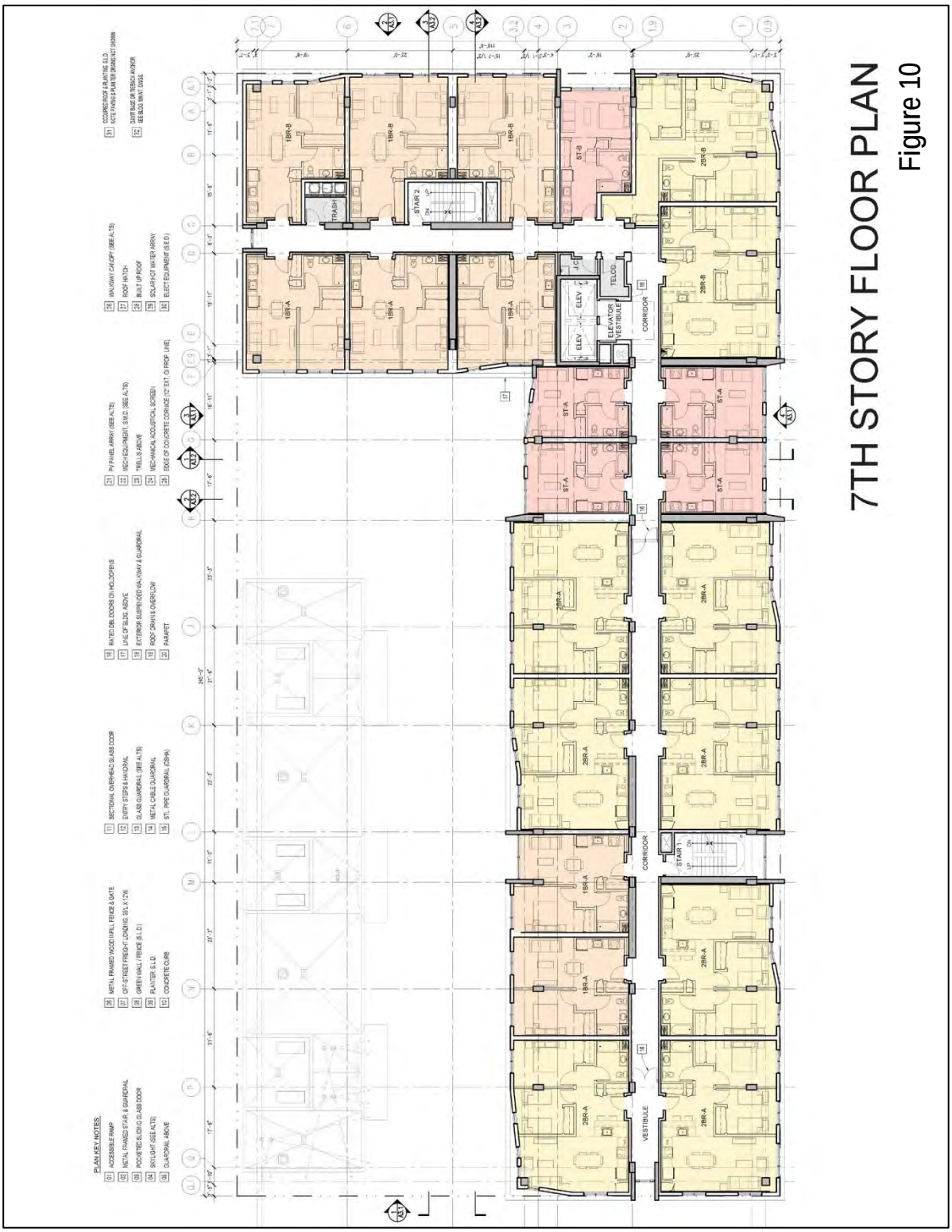

2ND STORY FLOOR PLAN
Figure 5
PLAN KEY NOTES:
01 ACCESSIBLE RAMP
02 METAL FRAMED STAIR & GUARDRAIL
03 ROOFETED SLIDING GLASS DOOR
04 SKYLIGHT (SEE ALTS)
05 GUARDRAIL ABOVE
06 METAL FRAMED WOOD INFILL FENCE & GATE
07 OFF-STREET FREIGHT LOADING, 35'L X 12'W
08 GREEN WALL / FENCE (S.L.D.)
09 PLANTER, S.L.D.
10 CONCRETE CURB
11 SECTIONAL OVERHEAD GLASS DOOR
12 ENTRY STEPS & HANDRAIL
13 GLASS GUARDRAIL (SEE ALTS)
14 METAL CABLE GUARDRAIL
15 STL. PIPE GUARDRAIL (OSHA)
16 RATED DBL DOORS ON HOLDOPENS
17 LINE OF BLDG. ABOVE
18 EXTERIOR SUSPENDED WALKWAY & GUARDRAIL
19 ROOF DRAIN & OVERFLOW
20 PARAPET
21 PV PANEL ARRAY (SEE ALTS)
22 MECH EQUIPMENT, S.M.O. (SEE ALTS)
23 TRELLIS ABOVE
24 MECHANICAL ACOUSTICAL SCREEN
25 EDGE OF CONCRETE CORNICE (12" EXT. OF PROP. LINE)
26 WALKWAY CANOPY (SEE ALTS)
27 ROOF HATCH
28 BUILT UP ROOF
29 SOLAR HOT WATER ARRAY
30 ELECT EQUIPMENT (S.E.E.)
31 OCCUPIED ROOF & PLANTING, S.L.S. NOTE: PAVING & PLANTER ZONING NOT SHOWN
32 SKATEBOARD TRENCH ABOVE SEE SEEA, SHEET SD1.02
1BR-B
1BR-A
ST-B
2BR-B
2BR-A
TRASH
STAIR 2
ELEV
ELEVATOR VESTIBULE
TELCO
CORRIDOR
OPEN BELOW
LAUNDRY
3BR TH
3BR-CHILDCARE
RESIDENTIAL OPEN SPACE 7900 SQ. FT.
STAIR 1
VESTIBULE


3RD STORY FLOOR PLAN
Figure 6

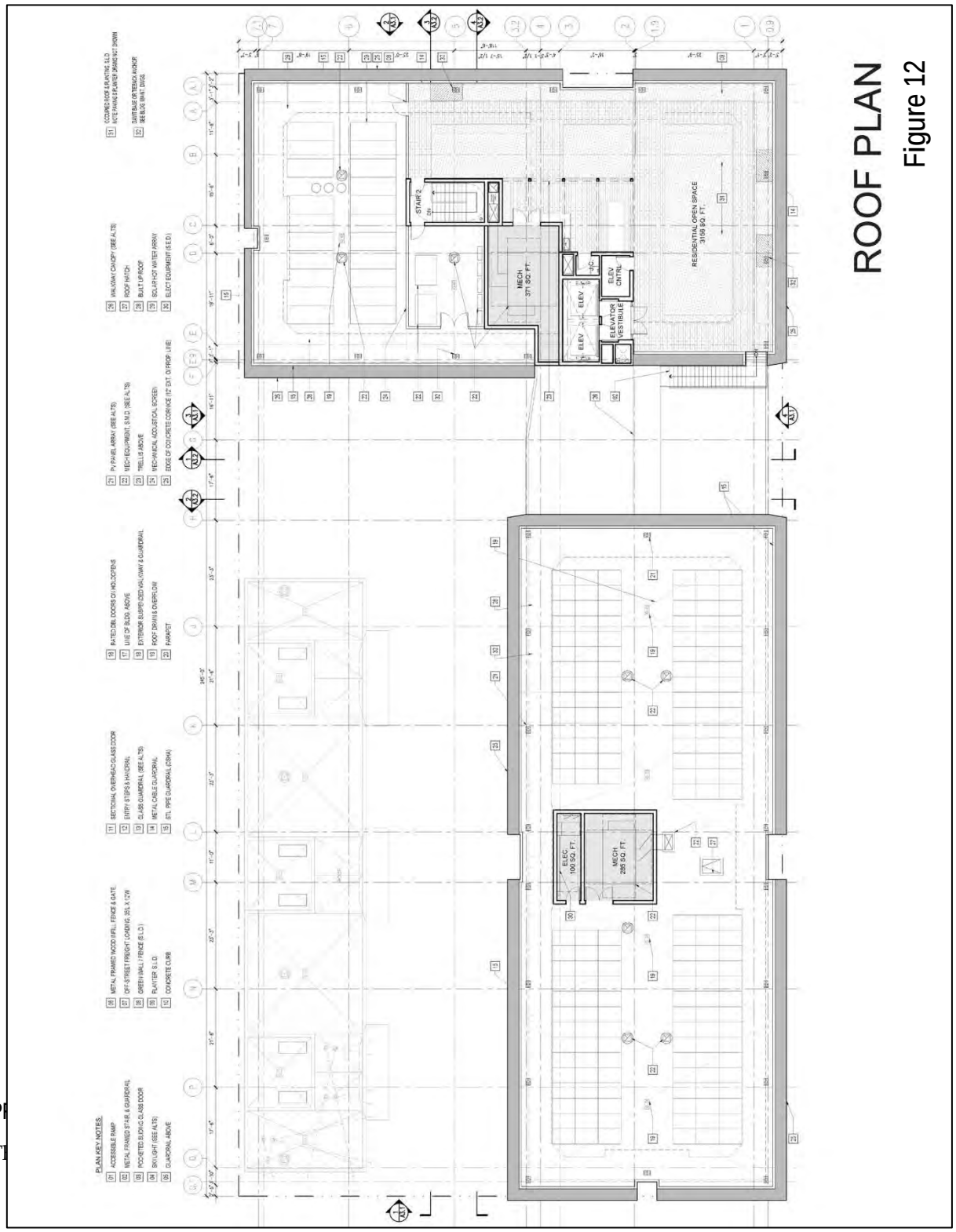

4TH STORY FLOOR PLAN
Figure 7


5TH STORY FLOOR PLAN
Figure 8


6TH STORY FLOOR PLAN
Figure 9
PLAN KEY NOTES:
CORRIDOR
VESTIBULE
ELEVATOR VESTIBULE
STAIR 1
STAIR 2
TRASH
ELEV
TELCO
1BR-A
1BR-B
2BR-A
2BR-B
ST-A
ST-B


7TH STORY FLOOR PLAN
Figure 10

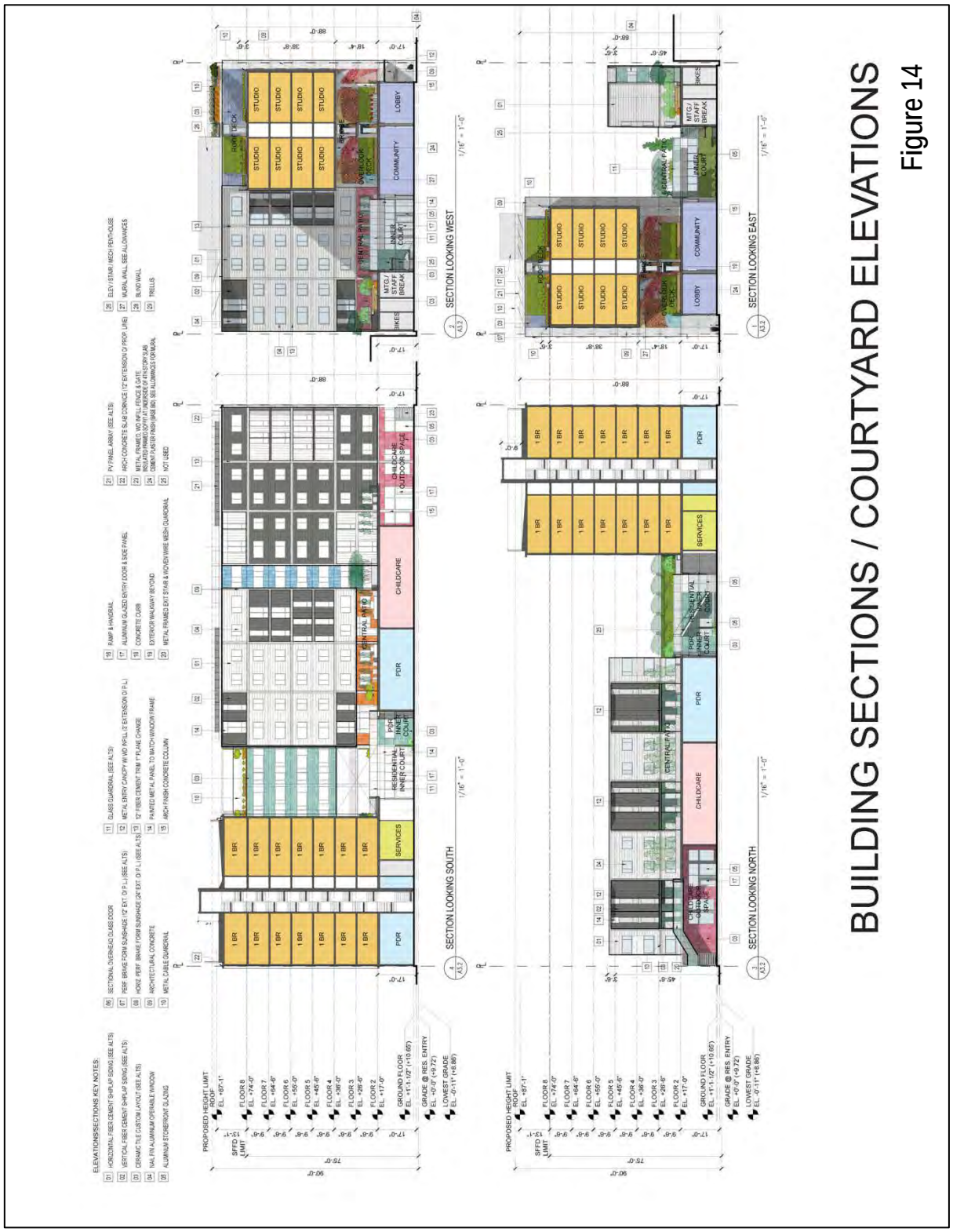

8TH STORY FLOOR PLAN
Figure 11


ROOF PLAN
Figure 12
PLAN KEY NOTES:
STAIR 2
MECH 371 SQ. FT.
ELEV
ELEV
ELEV CNTRL
ELEVATOR VESTIBULE
RESIDENTIAL OPEN SPACE 3155 SQ. FT.
ELEC. 100 SQ. FT.
MECH 285 SQ. FT.

PR

TI


EXTERIOR ELEVATIONS
Figure 13
SOUTH ELEVATION
NORTH ELEVATION
EAST ELEVATION
WEST ELEVATION


BUILDING SECTIONS / COURTYARD ELEVATIONS
Figure 14
SECTION LOOKING SOUTH
SECTION LOOKING WEST
SECTION LOOKING NORTH
SECTION LOOKING EAST
ELEVATION/SECTIONS KEY NOTES:
PROPOSED HEIGHT LIMIT
ROOF
SFFD LIMIT
FLOOR 8
FLOOR 7
FLOOR 6
FLOOR 5
FLOOR 4
FLOOR 3
FLOOR 2
GROUND FLOOR
GRADE @ RES. ENTRY
LOWEST GRADE
1 BR
STUDIO
LOBBY
COMMUNITY
CHILDCARE
SERVICES
PDR
BIKES
MTG / STAFF BREAK
RESIDENTIAL INNER COURT
CENTRAL PATIO
OVERLOOK DECK

PROJECT APPROVAL

Actions by the Board of Supervisors

- Approval of a legislative amendment for proposed zoning change and height re-classification under section 302 of the planning code.

Actions by the Planning Department

- Administrative approval by the planning department of an affordable housing project authorization pursuant to planning code section 315.

Actions by City Departments

- Approval of a site permit from the Department of Building Inspection for demolition and new construction.
- Approval of a dust control plan by the Department of Public Health.
- Department of Public Health review for compliance with the Maher Ordinance, Article 22A of the Health Code.

Approval of a legislative amendment for the proposed zoning change and height re-classification under section 302 of the planning code constitutes the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco administrative code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Infill Project Initial Study was prepared to examine the proposed project in light of a prior Environmental Impact Report (EIR) to determine whether the project would cause any effects that require additional review under CEQA. The Infill Project Initial Study indicates whether the effects of the proposed project were analyzed in a prior EIR, and identifies the prior EIR's mitigation measures that are applicable to the proposed project. The Infill Project Initial Study also determines if the proposed project would cause new specific effects[5] that were not already addressed in a prior EIR and if there is substantial new information that shows that the adverse environmental effects of the project would be more significant[6] than described in a prior EIR. Such impacts, if any, will be evaluated in a project-specific

[5] A new specific effect is an effect that was not addressed in a prior environmental impact report (EIR) and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

[6] More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

Mitigated Negative Declaration or EIR. If no such impacts are identified, no further environmental review is required for the proposed project in accordance with CEQA section 21094.5 and CEQA Guidelines section 15183.3.

The prior EIR for the proposed 1990 Folsom Street project is the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).[7] The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks). Mitigation measures identified in the Eastern Neighborhoods PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

As noted, the project sponsor proposes the rezoning and height re-classification of the project site to a UMU district and a 90-X height and bulk district. The proposed project involves demolition of the existing building and parking lots (constituting about 8,850 sf of PDR space), and construction of an eight-story mixed-use residential development with a total of 143 units. The approximately 156,800 gsf building would consist of a ground floor podium containing about 9,430 gsf of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 gsf for a childcare facility with an open space patio fronting on Shotwell Street, and additional space for an inner courtyard, a community room, and rooms for utilities and building maintenance functions. As discussed below in this checklist, the effects of the proposed infill project have already been analyzed and disclosed in the Eastern Neighborhoods PEIR and are not more significant than previously analyzed.

CHANGES IN THE REGULATORY ENVIRONMENT

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

- State statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled, effective March 2016 (see "CEQA Section 21099" heading below);

[7] Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation and Circulation");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

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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.[8]

[8] San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1990 Folsom Street*, September 12, 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. 2016-015092ENV.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, Planning and Research published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA[9] recommending that transportation impacts for projects be measured using a vehicle miles traveled 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 vehicle miles traveled metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the vehicle miles traveled metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Instead, a vehicle miles traveled and induced automobile travel impact analysis is provided in the Transportation section.

		Not Analyzed in the Prior EIR			
Topics:	***Analyzed in the Prior EIR***	***No Impact***	***Substantially Mitigated by Uniformly Applicable Development Policies***	***Less Than Significant or Less Than Significant with Mitigation Incorporated***	***Significant Impact***
1. LAND USE AND LAND USE PLANNING—Would the project:					
a) Physically divide an established community?	☒	☐	☐	☐	☐

[9] This document is available online at: https://www.opr.ca.gov/s_sb743.php. Accessed August 18, 2017.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
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?	☒	☐	☐	☐	☐
c) Have a substantial impact upon the existing character of the vicinity?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on land use and land use planning under Chapter IV.A, on pages 35-82; Chapter V, on page 501; Chapter VI on pages 526-527; Chapter VIII on pages C&R-16 to C&R-19, C&R-50 to C&R-64, and C&R-131; and Chapter IX, Appendix A on page 24.[10]

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (through the year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Mission subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations*[11] with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009. The project site was rezoned through the Eastern Neighborhoods Rezoning and Area Plans to the PDR – 1 – General District, which is intended to retain and encourage existing production, distribution, and repair activities and promoting new business formation.

As noted above under both Project Description and Project Approvals, the proposed project will require a rezoning of the project site from the PDR – 1 – General to UMU zoning district. Pursuant to section 843 of

[10] Page numbers to the Eastern Neighborhoods PEIR reference page numbers in the Eastern Neighborhoods Rezoning and Area Plans Final EIR. The PEIR is available for review at http://www.sf-planning.org/index.aspx?page=1893, accessed on August 18, 2017, or at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2004.0160E.

[11] A statement of overriding considerations represents a lead agency's views on the ultimate balancing of the merits of approving a project despite its environmental impact(s).

the Planning Code, the UMU district is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Development of the proposed project would result in the loss of about 8,850 gsf of PDR space and the construction of about 9,430 gsf of new PDR space, for a net gain of approximately 580 gsf of PDR space. Therefore, the project's proposed rezoning from PDR–1–G to UMU and construction of PDR and residential uses would not contribute at all to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

As noted, the project site is located within the boundary of the Mission Area Plan, which promotes a wide range of uses to create a livable and vibrant neighborhood. The Mission Area Plan includes the following community-driven goals that were developed especially for the Mission: increase the amount of affordable housing; preserve and enhance the unique character of the Mission's distinct commercial areas; promote alternative means of transportation to reduce traffic and auto use; improve and develop additional community facilities and open space; and minimize displacement.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods. The proposed project would be developed within existing lot boundaries and would therefore not divide an established community.

Plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect are those that directly address environmental issues and/or contain targets or standards that must be met in order to maintain or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's Bay Area Air Quality Management District 2010 Clean Air Plan and the San Francisco Regional Water Quality Control Board's San Francisco Basin Plan. The proposed project would not obviously or substantially conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning. For these reasons, the proposed project would not result in significant impacts on land use and land use planning that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
2. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☒	☐	☐	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on population and housing under Chapter IV.D, on pages 175-252; Chapter V, on pages 523-525; Chapter VIII on pages C&R-16 to C&R-19 and C&R-70 to C&R-84; and Chapter IX, Appendix A on page 25.

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the plan areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to downtown and other employment generators, and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment related to population and housing. No mitigation measures were identified in the PEIR.

The project's proposed 143 affordable residential units could result in an increase of about 326 residents.[12] The non-residential components of the project (i.e., child care facility and PDR space) are not anticipated

[12] Estimated number of new residents based on average household size (2.28) of occupied housing units in the Census Tract 177 per the 2011-2015 American Community Survey Five-Year Estimates and the proposed project's 143 new dwelling units (143 * 2.28 = 326 residents).

to create a substantial demand for increased housing as these uses would not be sufficient in size and scale to generate such demand.[13] Moreover, the proposed project would not displace any housing, as none currently exists on the project site. The increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing. As stated in the "Changes in the Physical Environment" section above, these direct effects of the proposed project on population and housing are within the scope of the population growth evaluated in the Eastern Neighborhoods PEIR.

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

		Not Analyzed in the Prior EIR			
Topics:	***Analyzed in the Prior EIR***	***No Impact***	***Substantially Mitigated by Uniformly Applicable Development Policies***	***Less Than Significant or Less Than Significant with Mitigation Incorporated***	***Significant Impact***
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐

[13] Some of the tenants in the proposed PDR space and children attending the proposed childcare facility may be residents in the project's proposed residential component.

The Eastern Neighborhoods PEIR analyzes effects on cultural resources under Chapter IV.J, on pages 419-440; Chapter IV.K, on pages 441-474; Chapter V, on pages 512-522; Chapter VI on page 529; Chapter VIII on pages C&R-27 to C&R-29, C&R-120 to C&R-129, and C&R-139 to C&R-143; and Chapter IX, Appendix A on page 68.

Historic Architectural Resources

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

The project site contains a one-story, approximately 8,850 sf, reinforced concrete industrial building and adjoining open-air truck bay estimated to have been constructed in 1963. The structure was reviewed by the Planning Department as part of the Showplace Square/Northeast Mission Historic Resource Survey[14] and given a rating of "6Z" and determined ineligible for national, state, or local listing or designation through local government review process. A historic resource evaluation prepared for the proposed project agreed with the existing structure's 6Z rating, stating that "the building at 1990 Folsom Street does not qualify as an historical resource under the criteria of the California Register of Historical Resources and is therefore not considered an historical resource under CEQA."[15] Upon review, the San Francisco Planning Department preservation team concurred with this determination.[16]

In addition, the project site is not located within a historic district, an area proposed as a historic district, or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

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[14] The Showplace Square/Northeast Mission Historic Resource Survey was adopted by the Historic Preservation Commission in June 2011 and may be accessed here: http://sf-planning.org/showplace-squarenortheast-mission-historic-resource-survey.

[15] Architecture + History, llc, Historical Resource Evaluation 1990 Folsom Street, San Francisco, CA, June 6, 2017.

[16] San Francisco Planning Department *Preservation Team Review Form*, August 3, 2017.

Archeological Resources

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

The proposed project at 1990 Folsom Street would include excavation of approximately 5,500 cubic yards of soil to a depth of about four feet below ground surface across the project site. The project construction would also include ground improvements to densify susceptible liquefiable soils, including conducting deep soil mixing. Foundation work would not involve pile driving. The project site lies within Archeological Mitigation Zone J-3: Mission Dolores Archeological District. A preliminary archeological review conducted by Planning Department staff archeologists determined that the potential for the project to significantly adversely affect archeological resources would be reduced to less than significant by implementation of Eastern Neighborhoods PEIR J-3 (Project Mitigation Measure 1). This mitigation measure requires the project sponsor to retain the services of a qualified archeological consultant who would implement an archeological testing program as specified by the measure. If the archeological testing program finds that significant archeological resources may be present, additional measures including continued testing, archeological monitoring, and/or an archeological data recovery program would be required. The project sponsor has agreed to implement Eastern Neighborhoods PEIR J-3 as Project Mitigation Measure 1 (full text is provided in the "Mitigation and Improvement Measures" section below) and in the Mitigation and Monitoring Reporting Program (MMRP), which is attached herein as Attachment B).

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
4. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☒	☐	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on transportation and circulation under Chapter IV.E, on pages 253-302; Chapter V, on pages 502-506 and page 525; Chapter VI on pages 527-528; Chapter VIII on pages C&R-23 to C&R-27, C&R-84 to C&R-96, and C&R-131 to C&R-134; and Chapter IX, Appendix A on page 26.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes

could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described below in the Transit subsection. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

As discussed above under "Senate Bill 743," 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 vehicle miles travelled metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles travelled or the potential for induced automobile travel. The vehicle miles travelled analysis and induced automobile travel analysis presented below evaluate the proposed project's transportation effects using the vehicle miles travelled metric.

The project site is not located within an airport land use plan area, or near a private airstrip. Therefore, the Infill Initial Study topic 4c is not applicable.

As discussed in the circulation study prepared to analyze transportation and circulation effects of the proposed project,[17] the municipal transportation agency is currently in the process of implementing *transit preferential streets treatments*[18] and streetscape changes along 16th Street between Third Street and Church Street under the 22 Fillmore Transit Priority Project. Features of this project include transit-only lanes, bus bulbs, and new overhead wires (to extend electric trolley bus service to Mission Bay) along 16th Street and new Class II bikeways (bicycle lanes) along 17th Street. In the immediate vicinity of the project site, the westbound outer lane along 16th Street would be converted to a transit-only lane, bus bulbs would be constructed to replace the existing far-side stops at Shotwell Street (in the eastbound direction) and Folsom Street (in the westbound direction), and a new traffic signal would be installed at Shotwell Street / 16th Street. The municipal transportation agency also plans to increase service on the 22 Fillmore by adding two additional buses per hour (a 20 percent service increase).

Vehicle Miles Traveled 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

[17] AECOM, *1990 Folsom Street Mixed-Use Project Circulation Study*, September 18, 2017

[18] The transit preferential streets program, which includes measures to improve transit vehicle speeds and minimize the restraints of traffic on transit operations, is addressed through a number of policies contained in the San Francisco General Plan Transportation Element, available here: http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm. Accessed September 15, 2017.

scale, demographics, and *transportation demand management*.[19] Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

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

The San Francisco County Transportation Authority uses the San Francisco *Chained Activity Model Process* to estimate vehicle miles travelled by private automobiles and taxis for different land use types. Travel behavior in the chained activity model 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. The chained activity model uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts vehicle miles travelled 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 vehicle miles travelled to each location would over-estimate vehicle miles travelled.[20,21]

A project would have a significant effect on the environment if it would cause substantial additional vehicle miles travelled. Planning and research's *Proposed Transportation Impact Guidelines* (see discussion under Senate Bill 743 above) recommend screening criteria to identify types, characteristics, or locations

[19] Transportation demand management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. On February 7, 2017, the San Francisco Board of Supervisors approved Ordinance 034-17 to establish a transportation demand management program in San Francisco. More information about the City's transportation demand management program is available at: http://sf-planning.org/shift-transportation-demand-management-tdm. Accessed August 18, 2017.

[20] 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.

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

of projects that would not result in significant impacts to vehicle miles travelled. 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 vehicle miles travelled impacts would be less than significant for the project and a detailed vehicle miles travelled analysis is not required. Map-based screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of vehicle miles travelled;[22] small projects are projects that would generate fewer than 100 vehicle trips per day; and the proximity to transit stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable *Sustainable Communities Strategy*.[23]

The project's travel demand and freight loading/service vehicle demand were estimated according to the standard methodologies outlined in *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), published by the Planning Department. The project's passenger loading demand was estimated by adapting the methodology described for hotel guest passenger loading in Appendix H of the transportation impact analysis guidelines.

For residential development, the existing regional average daily vehicle miles travelled per capita is 17.2.[24] Average daily vehicle miles travelled for residential land uses is projected to decrease in future 2040 cumulative conditions. (See Table 2: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 592.) As shown in Table 2, the proposed project's residential uses would be in a transportation analysis zone where the existing vehicle miles travelled for residential uses are more than 15 percent below regional averages.[25] The existing average daily household vehicle miles travelled per capita is 4.6 for Transportation Analysis Zone 592, which is 73 percent below the existing regional average daily vehicle miles travelled per capita of 17.2. Future 2040 average daily household vehicle miles travelled per capita is 3.9 for Transportation Analysis Zone 592, which is 75 percent below the future 2040 regional average daily vehicle miles travelled per capita of 16.1.

For purposes of analyzing vehicle miles travelled, the proposed project's PDR use is conservatively evaluated as office use. As indicated in Table 2, the proposed project's PDR uses would also be more than

[22] A project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

[23] Senate Bill 375, adopted in October 2008, calls upon each of California's 18 regions to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy which must demonstrate how the region will reduce greenhouse gas emissions through long-range planning. More information about the Bay Area's sustainable communities strategy may be found at: http://sf-planning.org/sb-375-bay-area%E2%80%99s-sustainable-communities-strategy-scs. Accessed August 17, 2017.

[24] Includes the VMT generated by the households in the development.

[25] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1990 Folsom Street*, July 12, 2017.

15 percent below regional averages. The existing average daily office vehicle miles travelled per employee is 8.5 for TAZ 592, which is 56 percent below the existing regional average daily vehicle miles travelled per employee of 19.1. Future 2040 average office daily vehicle miles travelled per employee is 7.7 for Transportation Analysis Zone 592, which is 55 percent below the future 2040 regional average daily vehicle miles travelled per capita of 17.1.

Table 2: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 592	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 592
Households (Residential)	17.2	14.6	4.6	16.1	13.7	3.9
Employment (Office)	19.1	16.2	8.5	17.1	14.5	7.7

Given the project site is in an area where existing vehicle miles travelled is more than 15 percent below the existing regional average, the proposed project's residential and employment uses would not result in substantial additional vehicle miles travelled, and the proposed project would not result in a significant impact related to vehicle miles travelled. Furthermore, the project site meets the Proximity to Transit Stations screening criteria, which also indicates that the proposed project's residential, office and retail uses would not cause substantial additional vehicle miles travelled.[26]

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. The Office of Planning and Research's proposed transportation impact guidelines includes a list of transportation project types that would not likely lead to a substantial or measurable increase in vehicle miles travelled. If a project fits within the general types of projects (including combinations of types), then it is presumed that vehicle miles traveled impacts would be less than significant and a detailed vehicle miles traveled analysis is not required.

[26] San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1990 Folsom Street, July 12, 2017.

The proposed project is not a transportation project but it would include features (subject to approval by the municipal transportation agency) that would alter the transportation network including, as discussed in the Project Description, a bulb-out at the intersection of 16th and Folsom streets which would connect to a widening of about 50 feet of the sidewalk to a width of 22 feet (already planned as part of the 22 Fillmore Transit Priority Project). Passenger drop-off/loading zones on Shotwell (about 22 feet long) and 16th streets (about 44 feet long) are also proposed (and similarly subject to approval by the municipal transportation agency). The existing curb cuts around the perimeter of the project site would be removed while the existing sidewalk widths of about 15 feet on Shotwell Street, 13 feet on 16th Street, and 11 feet on Folsom Street would remain (except for the proposed bulb-out and widening noted above). Additionally, the proposed project proposes to add 14 Class 2 bicycle parking spaces that would be distributed around the project site on the Folsom (six spaces), 16th (six spaces) and Shotwell (two spaces) streets sidewalks. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.[27]

Trip Generation

The proposed building would contain up to 143 affordable residential units, a childcare facility and about 9,450 sf of PDR space. No off-street vehicular parking is proposed. The proposed project would include 120 Class I bicycle spaces in a secured ground-floor room. As discussed in the Project Description and shown in Table 1, various community events would be hosted in the PDR space.

The circulation study prepared for the proposed project calculated its localized trip generation using a trip-based analysis and information in the *2002 Transportation Impact Analysis Guidelines for Environmental Review* (San Francisco Guidelines) developed by the San Francisco Planning Department.[28] Per the San Francisco Guidelines, trip generation is estimated according to the land use type (e.g., residential, childcare/institutional and PDR) and the land use type's square footage (for childcare/institutional and PDR land uses) or number of dwelling units (for residential land use). The project's proposed events (see Table 1 above) are accessory uses to the principal use of PDR and their estimated trip generation was qualitatively evaluated based on the anticipated number of attendees and frequency of the events. As such, the potential in the trip generation resulting from the proposed project's PDR spaces was considered separately from the base travel demand generated by the residential, childcare and PDR uses.

Residential, Childcare and PDR Uses

For the project's proposed residential, childcare and PDR land use components, the circulation study estimated that the combined trip generation would total 1,447 person trips (inbound and outbound) on a weekday daily basis, consisting of 569 person trips by auto (486 vehicle trips accounting for vehicle occupancy data for this Census Tract), 487 transit trips, 183 walk trips, and 207 trips by other modes

[27] Ibid.

[28] AECOM, 1990 Folsom Street Mixed-Use Project Circulation Study, September 18, 2017.

(including bicycling).[29] During the p.m. peak hour, the proposed project would generate an estimated 281 person trips, consisting of 119 person trips by auto (95 vehicle trips accounting for vehicle occupancy data), 88 transit trips, 38 walk trips, and 36 trips by other modes.

Events

The circulation study observed that the project's proposed events would have trip generation characteristics comparable to existing events held at nearby event uses, including the Roxie Theater (at 3117 16th Street), the Victoria Theatre (at 2961 16th Street), and The Lab (at 2948 16th Street). In general, trips would peak before commencement of the event (pre-event conditions) and after conclusion of the event (post-event conditions), which would vary depending on the type of event and other considerations. Pre-event conditions would likely be spread over the 60- to 90-minute period preceding the start of the event as attendees arrive at the site from multiple origins, with some variability in arrival times as attendees may need to line up for ticketing or entry, or may choose to leave their origin ahead of time to make sure they arrive before the event starts in case of unforeseen situations. Post-event conditions are typically more concentrated, generally focused within the 30- to 60-minute period following the conclusion of the event when attendees would generally leave the site as quickly as they can exit the venue (and, if necessary, secure their connecting mode of transportation).

As shown in Table 1, a wide range of events could be held with varying attendance levels, frequencies, and schedules. The most frequent events would be events such as the public programs in the PDR space associated with general gallery operations, where attendance would be up to 75 persons per event. These events would generally be spread over the course of the gallery's general business hours and, therefore, their effect of trip generation during any one hour (such as the weekday p.m. peak hour) would generally be marginal. While other events would attract a larger attendance, their frequency would be lower than the smaller-sized events. As shown in Table 1, larger-sized events (up to 300 and 400 attendees) would be less frequent. Events with up to 300 attendees may occur up to five times a month, and events with up to 400 attendees may occur up to two times a month. In rare instances, a smaller event in the eastern space may occur at the same time as a larger event in the western space, resulting in a total of about 425 attendees. Only some of the larger-sized events would be expected to take place on weekdays and, of those, only some would be expected to generate effects during the weekday p.m. peak period between 4 and 6 p.m., when demands on the transportation network serving the project site are generally the highest. Some events would be held on weekends or in the late evening on weekdays and would have little effect on conditions during the weekday p.m. peak hour. For the proposed project's events that begin in the late afternoon or early evening on weekdays, only some of the attendees would be expected to travel to the site during the weekday p.m. peak hour, with the remainder arriving later, after the event

[29] "Other" includes bicycles, taxis, motorcycles, and other modes not included under the "automobile", "transit", or "walk" mode categories.

has already begun. Similarly, some attendees might be expected to leave early or stay longer after the conclusion of the event. This distribution of attendee arrivals and departures would generally dampen the peak trip generation during pre- and post-event conditions. Some share of attendees during most events would be expected to exhibit trip chaining (for example, some attendees would go out for drinks or dinner in the neighborhood before or after attending the event). This behavior would also slightly dampen peak activities during pre- and post-event conditions, as these attendees would likely walk between the event and the off-site origin/destination.

Because of the wide variability in attendance levels, frequency, and schedules, it is also expected that attendee travel behavior would vary from one event to the next. An event taking place on a weekend, for example, might attract more attendees by personal automobiles, taxis, and for-hire vehicles than a similar event on a weekday, as transit service is generally less frequent and less extensive on weekends than on weekdays. Overall, however, most attendees would be expected to take transit, bike, or walk to and from events, as the Project site is well-served by local and regional transit services; the surrounding neighborhood is characterized by a dense, mixed-use development pattern that is conducive to both biking and walking; and parking availability in the surrounding area is limited. For attendees that choose to travel by private automobile, public parking would be nearby in on-street spaces or at off-street facilities such as the Municipal Transportation Authority's 16th & Hoff Garage, which has capacity to accommodate 108 vehicles.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).[30] The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which complies with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.[31] In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility,

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

[31] http://tsp.sfplanning.org

Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the San Francisco Municipal Transportation Authority is implementing the Transit Effectiveness Project, which was approved by the Municipal Transportation Authority Board of Directors in March 2014. The Transit Effectiveness Project (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project. In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from Fourth to Sixth streets.

The project site is in an area well-served by local transit and regional transit service. Specifically, the project site is located at the intersection of two transit corridors carrying local transit service operated by the San Francisco Municipal Railway ("Muni"): 16th Street, a major Muni corridor (22-Fillmore, 33-Ashbury/18th, and 55-16th Street), and Folsom Street, a minor Muni corridor (12-Folsom/Pacific). The project site is also two blocks east of Mission Street, a major Muni corridor (14-Mission, 14R-Mission Rapid, and 49-Van Ness/Mission). Supplementary Muni service within a one-half mile radius of the project site is provided along Bryant Street (27-Bryant) and Potrero Avenue/11th Street (9-San Bruno, 9R-San Bruno Rapid, and 47-Van Ness). Regional transit connections with the rest of the Bay Area and local transit within San Francisco are provided by the San Francisco Bay Area Rapid Transit District (BART) at 16th Street/Mission Station at the intersection of Mission Street and 16th Street. Supplementary regional transit service is provided by SamTrans Routes 292 and 397 along Potrero Avenue, or other regional transit services accessible through transfers with Muni service.

The proposed project's residential, childcare and PDR components would be expected to generate 487 daily transit trips, including 88 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 88 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project's residential, childcare and PDR uses would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Transit ridership associated with events would be concentrated during the pre- and post-event periods, but would generally be spread across multiple BART and Muni lines, as well as multiple trains or buses operating along each line (for each given arrival or departure). Trip chaining by attendees and the other effects described previously would further dampen ridership peaking during pre- and post-event conditions. Furthermore, the larger events that could be held at the site would only take place up to five times a month such that the ridership effect on most individual transit services would likely fall within the margin of variation and fluctuation in overall ridership activity from one day to the next.[32]

As mentioned above, transit services near the project site have capacity during the weekday p.m. peak hour to handle additional ridership demand, including demand associated with events anticipated for the proposed project. While service is generally less frequent on weekends and late evenings, background ridership would also generally be lower, such that events during these times would also not be expected to result in substantial overcrowding.

Given these considerations, events at the project site would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 12, 14, 22, 27 and 49. The trips generated by the proposed project's residential, childcare and PDR components and events would not contribute considerably to these conditions as their peak hour transit trips would not comprise a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects.

Loading Demand

As noted in the Project Description, 44-foot-long and 22-foot-long passenger loading zones are proposed on 16th Street and Shotwell Street, respectively. The circulation study determined that these two loading zones would have a combined loading capacity of approximately 120 vehicles per hour. In addition, an off-street loading dock for the PDR space would be located off Shotwell Street. Loading demand associated with the proposed project would result from residents (e.g., move-ins and move-outs, parcel deliveries), the childcare facility (drop-off and pick-up of children, staff commutes), the PDR space (move-ins and move-outs, deliveries), and the events (attendees). As such, loading at the project site would be related to freight and service vehicles, and to passengers associated with the residences,

[32] In its analysis of the project's anticipated events and the forthcoming transit-only lanes to be constructed as part of the 22 Fillmore Transit Priority Project, the circulation study noted that the expected volume of transit vehicles in the adjacent 16th Street transit-only lane during the weekday evening period would be up to approximately seven buses per hour (including up to four buses per hour on the 22 Fillmore and three buses per hour on the 33 Ashbury–18th), or the equivalent of a bus approximately every 8½ minutes.

childcare facility and the anticipated events. The circulation study estimated that freight and service vehicle loading demand associated with the residential, childcare, and PDR uses would total about 0.5 for the average hour and about 0.6 during the peak hour. Therefore, the off-street loading dock and the 22-foot-long loading space on Shotwell Street would be adequate for freight and service vehicle loading demands associated with the project's PDR use. Passenger loading demand for the residential, childcare and PDR components of the proposed project were determined to be about three vehicles during any one-minute of the peak 15-minute period with the expectation that the proposed residential, childcare, and PDR uses would generally exhibit a distributed pattern of activity.[33] The proposed on-street loading zones would have sufficient capacity to accommodate up to three vehicles at any one time.

Passenger loading demand associated with the project's anticipated events would vary with the event type, schedule and number of attendees. Of the nearby venues (the Roxie Theater, the Victoria Theatre, and The Lab), only the Roxie Theater has a passenger loading zone along its frontage, capable of accommodating approximately two vehicles simultaneously. Field observations at this zone during various times of the day and on various days of the week, however, found that passenger loading activities are generally infrequent and occur without creating major hazards or disruptions for transit, bicyclists, pedestrians, or motorists.[34] As the majority of the proposed project's event attendees would be expected to take transit, bike, or walk to and from the project site, only a small portion of the remaining share of attendees would be expected to drive directly to and from the area and park their vehicle in nearby on- or off-street parking facilities. Of the portion of attendees that would travel to events by automobile, the circulation study observes that a substantial share would be expected to carpool, reducing passenger loading demand and concludes that the project's proposed passenger loading zones would likely have sufficient capacity to accommodate event-related passenger loading demand without substantially affecting traffic, transit, bicycle, or pedestrian circulation, even for the "worst-case" scenario of a maximum-attendance event where the pre-event period coincides with the weekday p.m. peak period. For the above reasons, the proposed project's freight and service vehicle and passenger loading demand would not create potentially hazardous traffic conditions involving traffic, transit, bicycles, or pedestrians. Therefore, the proposed project would have a less-than-significant impact with respect to its loading demand.

To further reduce the less-than-significant impacts related to loading, the project sponsor has agreed to implement Improvement Measure I-Loading-1 (Management of Passenger Loading Activities) and

[33] To calculate passenger loading demand associated with the project's proposed residential, childcare and PDR uses, the Circulation Study used a methodology like that recommended for hotel guest passenger loading in Appendix H of the San Francisco Guidelines. That methodology is based on the concept of a peaking factor that assumes a percentage of passenger loading activity for hotel guests (residents in this analysis) during the peak hour would take place within the peak 15-minute period. The estimated passenger loading demand of three vehicles during any one minute of the peak 15-minute period is slightly conservative as it assumes that all vehicle trips generated by the project would contribute to passenger loading demand at the project site.

[34] AECOM, 1990 Folsom Street Mixed-Use Project Circulation Study, September 18, 2017.

Improvement Measure I-Loading-2 (Management of Freight Loading Activities). Improvement Measure I-Loading-1 requires that the project sponsor actively manage passenger loading activity generated by the project, including discouraging use of Folsom Street for passenger loading (except when using on-street parking spaces) and monitoring double parking, queuing, and other activities at the proposed loading zones along 16th Street and Shotwell Street. The active management required by Improvement Measure I-Loading-1 would address any less-than-significant impacts associated with project-generated passenger loading activities, including monitoring double parking, queuing, and other activities at the proposed loading zones. Improvement Measure I-Loading-2 requires that attendants be stationed during all vehicle movements into and out of the Project's off-street freight loading space located on Shotwell Street such that building tenants and management coordinate any expected use of the space. The attendant's primary duties would include ensuring that these movements occur without negatively affecting bicycle, pedestrian, and traffic safety and minimizing any disruptions to bicycle, pedestrian, and traffic circulation. The full text for these two improvement measures is provided in the "Mitigation and Improvement Measures" section below and in the MMRP, which is attached herein as Attachment B)

Pedestrians

Trips generated by the proposed project would include walk trips to and from the proposed residences, plus walk trips to and from transit stops. The circulation study prepared for the proposed project observed moderate foot traffic in the immediate vicinity of the project site during the weekday p.m. peak period, concentrated in the east-west direction of 16th Street, with lower levels of pedestrian activity dispersed in other directions and along other streets. The proposed project's residential, childcare and PDR components would add up to 126 pedestrian trips to the surrounding streets during the weekday p.m. peak hour (38 walk trips and walking associated with the 88 transit trips). These new pedestrian trips could be accommodated on sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the sidewalks along Folsom, 16th or Shotwell streets.[35] Implementation of the proposed project would improve pedestrian circulation at the project site by removing the concrete ramp on Shotwell Street and by providing no off-street vehicle parking spaces that could cause conflicts with pedestrians. The residential, childcare and PDR pedestrian trips during the weekday p.m. peak hour would be dispersed throughout the project vicinity and, therefore, would not substantially affect pedestrian conditions.

Events at the project site would increase pedestrian activity on surrounding sidewalks and crosswalks. Queuing for tickets or venue entry during the pre-event period and for curbside pick-up during the post-event period could also obstruct free-flow circulation in portions of the sidewalk adjacent to the project

[35] As discussed above in the Project Description and subject to consultation with the San Francisco Municipal Transportation Agency, the proposed project would also involve construction of a bulb-out at the northwest corner of the Folsom Street / 16th Street intersection consistent with the standard improvements for Folsom Street recommended in the Mission District Streetscape Plan. Around the perimeter of the project site, the Folsom Street sidewalk is _ feet wide; the 16th Street sidewalk is _ feet wide; and the Shotwell Street sidewalk is _ feet wide.

site, although these effects would be temporary and generally dissipate quickly following the conclusion of the pre-event and post-event periods. As indicated in Table 1 and discussed in the Project Description, up to 400 persons could attend up to two events per month and, in rare instances, an estimated 425 attendees could be present if both a larger and smaller event were to occur at the same time. Given the modest attendance levels for even the largest events proposed at the project site, the existing sidewalks and other pedestrian facilities would have sufficient capacity to accommodate these temporary effects without resulting in substantial overcrowding. In addition, future pedestrian improvements discussed in the Project Description (such as the bulb-out at the northeast corner of the Folsom Street/16th Street intersection) or planned by other projects (such as the widening of the north sidewalk along the 16th Street frontage of the project site under the 22 Fillmore Transit Priority Project) would further increase the capacity of sidewalks abutting the project site.

Given these considerations, events anticipated with the proposed project are not expected to result in substantial overcrowding on sidewalks or other pedestrian facilities. Therefore, pedestrian activity resulting from the proposed project's residential, childcare and PDR components, and from the anticipated events, would result in less-than-significant impacts with respect to sidewalk overcrowding and pedestrian hazards. Although the proposed project's overall impacts to pedestrian conditions would be less-than-significant, implementation of Improvement Measure I-Loading-1 (Management of Passenger Loading Activities) and Improvement Measure I-Loading-2 (Management of Freight Loading Activities), as discussed above, would further reduce less-than-significant impacts to pedestrian conditions by providing active management to reduce conflicts from project-generated passenger and freight/service vehicle loading at the project site.

Bicycles

As noted under Trip Generation, the proposed project's residential, childcare and PDR components are estimated to generate 207 daily and 36 p.m. peak hour "Other" trips, which include bicycle trips. Near the project site, Class II bikeways (bicycle lanes) are provided in the east–west direction along 14th Street and 17th Street and in the north–south direction along Folsom Street and Harrison Street. Additional bikeways are available further away from the project site, along Valencia Street (Class II); Division Street (Class IV, separated bikeway); Potrero Avenue (Class II); and 11th Street (Class II). The proposed project would include 120 Class I bicycle spaces in a designated room at the ground-floor level and 14 Class II bicycle spaces on the sidewalks around its perimeter. As previously discussed, the proposed project would result in the removal of the five existing curb cuts around the project site and the placement of one approximately ten-foot-wide curb cut on Shotwell Street to accommodate off-street loading for the PDR space. The proposed project would not provide off-street vehicle parking spaces. As the proposed project would not result in a substantial increase in either daily or p.m. peak hour vehicular traffic, and its loading demand is expected to be less than one space for the average hour and the peak hour, the proposed project's residential, childcare and PDR components are not expected to substantially increase overall traffic conditions along nearby streets such that it could create potentially hazardous conditions for bicyclists or interfere with bicycle access or circulation to the site and adjoining areas.

The circulation study acknowledges that bicycle trips associated with anticipated events at the project site would increase the volume of bicyclists and motorists traveling on the surrounding streets, which may

increase the potential for conflicts between bicycles and automobiles. However, these effects would generally be temporary and concentrated primarily during the pre- and post-event periods, and would likely not represent a substantial increase in potential hazards for bicyclists or interfere with bicycle access or circulation given the expected event attendance levels.

Passenger drop-off and pick-up associated with the events could also affect bicycle safety. However, event attendees arriving at and leaving the project site by automobile before and after events would generally use the 44-foot-long loading zone on 16th Street and the 22-foot-long loading zone on Shotwell Street. Passenger loading demands would vary with the size of the event and would usually be spread out over the pre- and post-event periods. As described previously, most attendees would be expected to take transit, bike, or walk to and from the event. While any event-related passenger loading activities would represent demand for curb space in addition to the non-event demand generated by the proposed project's residential, childcare and PDR components, events would not increase the use of the proposed passenger loading zones in such a way that would result in a substantial increase in potential hazards for bicyclists or interfere with bicycle access or circulation.

Although the proposed project's residential, childcare, PDR and events would result in less-than-significant impacts to bicycle conditions, implementation of Improvement Measure I-Loading-1 (Management of Passenger Loading Activities) and Improvement Measure I-Loading-2 (Management of Freight Loading Activities), as discussed above in Loading Demand, would further reduce less-than-significant impacts to bicycle conditions by requiring that the sponsor actively manage project-generated passenger and freight loading activities to reduce potential conflicts with bicyclists.

Construction-Related Traffic

Construction of the proposed project, which is expected to take about 20 months, would comply with the San Francisco Noise Ordinance and Department of Building Inspection permit provisions that generally allow construction activities to take place between 7 a.m. and 8 p.m. The various construction-related traffic travelling to and from the project site would be required to use designated freight traffic routes, including major freeways (I-80 and I-280) and major arterials (Howard Street/South Van Ness Avenue; Folsom Street, Harrison Street, and Bryant Street north of Division Street/13th Street; Potrero Avenue; and Division Street / 13th Street).

Construction-related traffic would result in temporary and intermittent congestion on surrounding roadways and truck routes, and potential conflicts with transit, bicycle, pedestrian, and traffic circulation. In general, temporary traffic and transportation changes must be coordinated through the municipal transportation agency's Interdepartmental Staff Committee on Traffic and Transportation and require a public meeting. As part of this process, the construction management plan may be reviewed by the municipal transportation agency's Transportation Advisory Committee to resolve internal differences between different transportation modes. The project sponsor would follow the *Regulations for Working in*

San Francisco Streets ("The Blue Book")[36] and would provide reimbursement to the municipal transportation agency for installation and removal of temporary striping and signage changes required during project construction. Potential impacts due to construction traffic would be less-than-significant due to their intermittent and limited duration, and compliance with the requirements of the Blue Book. While there may be some occasional disruptions to circulation because of on-road construction vehicles or construction-related truck traffic during the weekday a.m. or p.m. peak periods, these effects would not be frequent or substantial enough to constitute a significant impact.

If vehicle parking for construction workers is not provided on-site, construction workers driving to or from the site would make their own parking arrangements in area parking facilities. Given the project site's location near high-quality local and regional transit services, a substantial portion of construction workers would be expected to take public transit when traveling to and from the project site. Construction workers would be encouraged by the project sponsor to access the project site by use of transit or other sustainable means of transportation (including ridesharing, bicycling, and walking), and no special travel arrangements would be necessary.

For the above reasons, the proposed project's construction-related impacts would be less-than-significant. The project sponsor has agreed to implement Improvement Measure I-Construction-1 (Construction Traffic Management), to address any less-than-significant impacts due to project-related construction activities. Improvement Measure I-Construction-1 includes measures such as restricting construction-related traffic during the weekday a.m. and p.m. peak periods; coordinating with nearby concurrent construction activities (if any); providing regular construction updates to nearby businesses and residents; and encouraging construction workers to take transit, rideshare, bicycle, or walk when traveling to and from the construction site. (The full text for this improvement measure is provided in the "Mitigation and Improvement Measures" section below and in the MMRP, which is attached herein as Attachment B.)

Parking

As discussed above under SB 743, the proposed project complies with the eligibility criteria for a "transit-oriented infill project" under Public Resources Code section 21099, as it consists of mixed-use residential uses, is located on an infill site, and is located within a transit priority area. Therefore, the proposed project is exempt from an analysis of impacts to (automobile) parking under CEQA and the following discussion is provided for information purposes only.

While the proposed project does not include any accessory off-street parking for automobiles, the project site is well-served by local and regional transit services and bicycle facilities, and the Mission District's

[36] As observed by the circulation study on page 37, the Blue Book restricts construction activities along the north side of 16th Street and west side of Folsom Street adjacent to the project site between 4 p.m. and 6 p.m. Mondays through Fridays, expressly prohibits construction work on the identified streets during the specified hours, and requires that contractors keep travel lanes (including tow-away lanes) clear during these hours.

dense neighborhood pattern is conducive to both biking and walking. The San Francisco Transportation Information Map identifies 420 public parking spaces available in off-street facilities within one quarter mile of the project site.[37] The various streetscape changes proposed by the project would result in a net reduction in on-street parking of approximately one to two spaces, but would include the creation of two new on-street passenger loading zones. As a 100-percent affordable housing development, the proposed project would also likely exhibit less household automobile ownership than a similarly-sized development comprised (either partially or in whole) of market-rate units.

Parking demand for the events would not be substantially different than for existing events currently being held at other venues nearby, including the Roxie Theater, the Victoria Theatre, and The Lab. None of these venues have any dedicated off-street parking and, as discussed above in Trip Generation, most attendees would be expected to take transit, bike, or walk to and from events because the project site is well-served by local and regional transit services; the surrounding neighborhood is characterized by a dense, mixed-use development pattern that is conducive to both biking and walking; and parking availability in the surrounding area is limited. For attendees that choose to travel by private automobile, public parking would be nearby in on-street spaces or at off-street facilities such as the Municipal Transportation Authority's 16th & Hoff Garage, which has capacity to accommodate 108 vehicles.

Given these considerations, events at the project site would not result in a substantial parking deficit, and impacts related to automobile parking associated with events at the project site would be less-than-significant. However, the project sponsor has agreed to implement Improvement Measure I-Event-1 (Event-Related Transportation Demand Management) to address any less-than-significant impacts related to automobile parking associated with events at the Project site. Discussed in further detail at the end of this document, Improvement Measure I-Event-1 would recommend that the project sponsor actively manage passenger loading activity generated by events, including monitoring use of the proposed white zones, applying (on a temporary basis) to the municipal transportation agency for additional curb space for white zones or extended white zone hours, and providing transit information to event attendees.

Conclusion

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

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[37] San Francisco Planning Department, *Transportation Information Map*, available at: http://sftransportationmap.org/. Accessed August 25, 2017.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
g) Be substantially affected by existing noise levels?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects related to noise under Chapter IV.F, on pages 303-322; Chapter V, on pages 507-509 and page 525-525a; Chapter VIII on pages C&R-96 to C&R-100 and C&R-134 to C&R-136; and Chapter IX, Appendix A on pages 26-29.

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

development projects.[38] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels. As discussed below under Operational Noise, noise levels from the proposed project's stationary mechanical equipment, childcare facility, PDR space and events would contribute noise to the existing ambient noise environment. Accordingly, a technical noise report[39] was prepared to demonstrate that the proposed project would comply with applicable sections of the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code).[40] Based on short- and long-term noise measurements conducted at the project site on August 8th and 9th, 2017, the noise report determined that the ambient noise levels were 62.3 dBA[41] (L_{eq})[42] on Shotwell Street and 68.3 dBA (L_{eq}) at the northeastern corner of the project site. At the same locations, the maximum instantaneous noise levels ranged between 74.5 and 101.3 dBA (L_{max}).[43] The day-night average noise level (DNL)[44] was 72 dBA at the northwestern corner of Folsom and 16th Streets. The primary source of noise in the project vicinity is traffic, although some machine noise was noted from a PDR use across 16th Street from the project site.

Some land uses are more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. The closest sensitive receptors to the project site are a multi-family residence across Shotwell Street, approximately 70 feet from the project site's northwestern corner. There

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

[39] ESA, 1990 Folsom Street Affordable Family Housing Project Noise Technical Report, August 2017.

[40] The San Francisco Noise Ordinance may be found here: http://www.amlegal.com/codes/client/san-francisco_ca/. Accessed August 30, 2017.

[41] The decibel (dB) scale is used to quantify sound intensity. Because sound can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, human response is factored into sound descriptions in a process called "A-weighting," expressed as "dBA." The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies.

[42] Leq (also known as the equivalent sound level) represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Common time periods for Leq's include one hour, eight hours and 24 hours.

[43] Lmax is the maximum, instantaneous noise level experienced during a given period.

[44] The day-night average noise level (DNL), the Ldn is the average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account nighttime noise sensitivity.

are also multi-family apartments above commercial uses on the southeastern corner of Folsom Street and 16th Street, approximately 90 feet from the project site's southeastern corner.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, Infill Project Initial Study topics 12e and f from the CEQA Guidelines are not applicable.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 pertain to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (that may include pile-driving). Construction of the proposed project would not include pile driving and Mitigation Measure F-1 is not applicable. As construction of the proposed project would require heavy construction equipment, Mitigation Measure F-2 is applicable. Mitigation Measure F-2 would require the project sponsor to develop and implement a set of noise attenuation measures during construction. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

In addition, all construction activities for the proposed project (occurring over a period of approximately 20 months) would be required to comply with the San Francisco 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 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools (such as a jackhammer) must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building Inspection to best accomplish maximum noise reduction; and (3) if noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8 p.m. and 7 a.m. unless authorized by the Director of Public Works or the Director of the Department of Building Inspection.

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.). Nighttime construction is not proposed for the project. The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, occupants of the nearby properties could be disturbed by construction noise during the construction of the proposed project. At times, construction noise could interfere with indoor activities in residences and other businesses near the project site. However, because the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, temporary and intermittent increases in construction noise would be considered a less-than-significant impact of the proposed project.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects including uses that would be expected to generate noise levels greater than ambient noise levels in the project vicinity. Such projects are required to submit an acoustical analysis, such as the noise report

discussed above, demonstrating that the proposed use would comply with the General Plan and the Noise Ordinance. With regard to noise generated from residential or commercial/industrial properties, section 2909(a) and (b) of the Noise Ordinance provides limits of 5 or 8 dBA, respectively, above the ambient noise level at any point outside the property plane for residential and commercial/industrial land uses. Section 2909(d) of the Noise Ordinance limits the permitted noise level inside a residence to 45 dBA between 10 p.m. and 7 a.m. and 50 dBA between 7 a.m. and 10 p.m. Note that standard residential construction can typically provide an exterior-to-interior noise reduction of 15 to 25 dB.[45]

The proposed building would contain 143 affordable residential units, a childcare facility, meeting rooms for building tenants and community services, and PDR studios and a gallery that would also provide space for various events summarized in Table 1 above. In addition, the proposed project would include rooftop mechanical equipment such as a heating, ventilation and air conditioning unit. Although the proposed residential uses and meeting rooms for building tenants and community services would not substantially increase the ambient noise environment, Eastern Neighborhoods PEIR Mitigation Measure F-5 would apply to potential noise from the childcare facility, PDR studios, rooftop mechanical equipment, and events that could generate noise levels greater than current ambient noise levels.

Childcare Facility

As discussed in the Project Description, the childcare facility would have an interior space accessible to a courtyard fronting on Shotwell Street that would serve as a play area. The entrance to the courtyard would be about 85 feet from the multi-unit residential building at 168 Shotwell Street, which is the closest sensitive receptor. Noise from the interior courtyard would be deflected by the wall forming the north side of the proposed building. Based on monitoring at a similarly-sized outdoor preschool play area in May of 2017, the noise report determined that the noise level at 168 Shotwell resulting from children playing in the courtyard would result in an increase of about 2 dBA over the existing ambient noise level of 62.3 dBA (Leq), a barely perceptible increase. This would be well below the noise ordinance section 2909(b) limit of 8 dBA above ambient at the property line for commercial land uses. Therefore, noise generated by the outdoor play area would have a less than significant impact and no mitigation measures are required.

PDR Studios and Gallery

As discussed in the Project Description, although relatively quiet printmaking activities are anticipated for the project's PDR space, there is no assurance that a noisier PDR use might not occur. The noise report conservatively evaluated noise from the PDR space with an assumption that the use would consist of an automotive repair shop (although no such use is desired or anticipated for the project site, it provides a worst-case basis to evaluate potential noise levels given the project site's proposed UMU zoning). To

[45] Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance, 2011, available at: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf. Accessed August 10, 2018.

determine operational noise from an automotive repair shop, the noise report provided noise levels monitored at a large-scale repair facility with open work bays (the proposed PDR spaces would be entirely contained within the walls and doors of the structure). Operational noise was monitored to be 60 dBA at a distance of 150 feet. As provided in the noise report, Table 3 provides estimated noise levels from such a hypothetical repair facility at the nearest sensitive receptors to the proposed project. As indicated, the increase in noise levels at the 168 Shotwell and 16th and Folsom street residences would be 3.4 and 0.7 dBA, respectively. These are barely perceptible increases that are well below the section 2909(b) limit of 8 dBA above ambient at the property plane.

Table 3. Operational PDR Use Noise Levels at Sensitive Receptors

Sensitive Receptor(s)	Distance to Receptor (feet)	Existing Ambient Noise Level at Receptor(s) (dBA Leq)	Attenuated PDR Use Noise Level at Receptor(s) (dBA Leq)[a]	Resultant Noise Level at Receptor(s) (dBA Leq)[b]	Increase over Existing
Residences on Shotwell Street	110	62.3	63.1	65.7	3.4 dBA
Residences on 16th and Folsom Streets	120	69.6	62.3	70.3	0.7 dBA

NOTES:

[a] Attenuated noise levels at the nearest sensitive receptors were calculated using empirical data collected by ESA in 2007 and stationary source attenuation equations published by Caltrans.

[b] Resultant noise level is the result of logarithmic addition of the values in the two previous columns (i.e., the attenuated noise in combination with the ambient noise level at the sensitive receptor). This represents the noise level that could be experienced by a human at the sensitive receptor location.

The noise report also evaluated potential noise levels at the childcare facility resulting from a hypothetical auto repair facility in the PDR spaces and concluded that intervening walls would attenuate such noise by more than 25 dB. Therefore, noise generated by PDR use in the proposed spaces would have a less than significant impact at the nearest sensitive receptors and no mitigation measures are required.

Fixed Mechanical Equipment

The architect for the proposed project has preliminarily identified the following mechanical equipment that would be located on the rooftop of the proposed building:

Two air handling units (enclosed, with roof, and acoustical treatment)

- Domestic water heater (enclosed walls, no roof)
- Solar hot water heating tank

- Exhaust fans from units, grease hood, common areas
- Condensing units
- Photovoltaic panels and inverters
- Electric meters (enclosed, with roof, and acoustical treatment); and
- Solar hot water panels

The primary fixed mechanical noise sources would be the air handling units, electrical equipment and exhaust vent fans. As noted by the noise report, specifications for this equipment are not presently available. However, such noise-generating equipment are acoustically treated to reduce noise and, specifically, air handling equipment would be within an enclosed mechanical penthouse.[46] Noise from rooftop equipment would also be diminished by an estimated 10 dBA at the nearest sensitive receptors because it would be more than 80 feet above grade, more than 30 feet from the edge of the building, and surrounded by a parapet. In addition, there would be no direct line-of-sight between the rooftop equipment and sensitive receptors in the project vicinity. For these reasons, the rooftop equipment would have a less than significant increase in ambient noise levels at the nearest sensitive receptors.

Events

The various events anticipated at the project site (noted in Table 1) would occur inside the PDR spaces; as such, crowd noise would largely be contained within the building's walls. These events would include private gatherings and community events such as poetry readings. Although such gatherings are not expected to include live entertainment and amplified music, pursuant to article 15.1, section 1060.1 of the Police Code, any live event where entertainment occurs requires a permit from the San Francisco Entertainment Commission. In considering issuance of a permit, the Entertainment Commission considers the time, place and nature of the entertainment proposed, and its proximity to residential uses. The commission has discretion to impose reasonable time, place and manner conditions on the permit to avoid nuisance to surrounding occupants. In addition, events would be subject to section 2909(b) of the Noise Ordinance which limits noise produced by any machine, or device, music or entertainment or any combination of the same from any commercial/industrial property to no more than 8 dBA above the local ambient at the property line. The Noise Ordinance is enforced by the police department.

The proposed project would be subject to the following interior noise standards, which are described here for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards that are incorporated into Section 1207 of the San Francisco Building Code and require that new residential 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. In compliance with Title 24, the building department would review the final building plans to ensure that wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If

[46] The air handling equipment is placed in a penthouse structure to both protect it from the elements (rain, sunlight) and to reduce the ambient noise levels.

determined necessary by the building department, a detailed acoustical analysis of the exterior wall and window assemblies may be required. The Title 24 acoustical requirements that reduce exterior-to-interior noise transmission would also serve to limit crowd noise from the anticipated events from substantially raising the exterior ambient noise levels at the nearest sensitive receptors, or exceeding the section 2909(b) and (d) noise limits. For these reasons, the proposed project's anticipated events would have a less than significant impact with respect to noise.

Conclusion

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

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less Than Significant or Less Than Significant with Mitigation Incorporated*	*Significant Impact*
6. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on air quality under Chapter IV.G, on pages 323-362; Chapter V, on pages 509-512; Chapter VIII on pages C&R-100 to C&R-107 and C&R-137 to C&R-138; and Chapter IX, Appendix A on pages 29-31.

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[47] because of exposure to elevated levels of diesel particulate matter and other toxic air contaminants. The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit diesel particulate matter and other toxic air contaminants.[48]

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects disturbing over one half-acre of ground surface, 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

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

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

windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states: "Individual development projects undertaken in the future pursuant to the new zoning and Area Plans would be subject to a significance determination based on the Bay Area Air Quality Management District's quantitative thresholds for individual projects."[49] The air district's *CEQA Air Quality Guidelines* provide screening criteria[50] for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the air quality guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project involves the construction of up to 143 dwelling units, which would be well below the air quality guidelines criteria air pollutant screening levels of 240 dwelling units for construction and 494 dwelling units for operation.[51] The proposed 5,850 sf for the childcare facility is similarly well below the 277,000 sf for construction and 53,000 sf for operation of a day-care center provided in the air quality guidelines. Finally, the proposed 12,260 gsf for PDR studio and gallery space is also well below the 259,000 sf for construction and 541,000 sf for operation of a general light industry facility. The proposed project uses would meet the criteria air pollutant screening levels. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risks

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an *air pollutant exposure zone* and imposing an enhanced ventilation requirement for all urban infill sensitive use development within this zone. The air pollutant exposure zone comprises areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative

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

[50] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

[51] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011. Table 3-1.

concentration of particulate matter with a diameter of 2.5 microns or smaller and cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The construction site is not within an identified air pollution exposure zone.

Construction

As the project site is not located within an identified air pollutant exposure zone, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3, siting of uses that emit diesel particulate matter, is not applicable. In addition, the proposed project would not include a backup diesel generator, or other sources that would emit diesel particulate matter, or toxic air contaminants. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4, siting of uses that emit toxic air contaminants, is not applicable.

Conclusion

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
7. GREENHOUSE GAS EMISSIONS—Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects related to greenhouse gas emissions under Chapter IV.G, on pages 323-362; and Chapter VIII on pages C&R-105 to C&R-106.

The Eastern Neighborhoods PEIR assessed the greenhouse gas emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in greenhouse gas emissions on the order of 4.2, 4.3, and 4.5 metric tons of CO_2E[52] per service population,[53] respectively. The Eastern Neighborhoods PEIR concluded that the resulting greenhouse gas emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The air district has prepared guidelines and methodologies for analyzing greenhouse gas 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 greenhouse gas emissions and allow for projects that are consistent with an adopted greenhouse gas reduction strategy to conclude that the project's greenhouse gas emissions impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*[54] presents a comprehensive assessment of policies, programs, and

[52] CO_2E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

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

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

ordinances that collectively represent San Francisco's greenhouse gas reduction strategy in compliance with the air quality district and CEQA guidelines. These greenhouse gas reduction actions have resulted in a 23.3 percent reduction in greenhouse gas emissions in 2012 compared to 1990 levels,[55] exceeding the year 2020 reduction goals outlined in the air quality district's *2010 Clean Air Plan*,[56] Executive Order S-3-05,[57] and Assembly Bill 32 (also known as the Global Warming Solutions Act).[58,59] In addition, San Francisco's greenhouse gas reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[60] and B-30-15.[61,62] Therefore, projects that are consistent with San Francisco's greenhouse gas reduction strategy would not result in greenhouse gas emissions that would have a significant effect on the environment and would not conflict with state, regional, and local greenhouse gas reduction plans and regulations.

The proposed project would increase the intensity of use of the project site by removing a one-story building formerly used as a bakery and distribution center with a structure that contains 143 residential units, a childcare facility, and space for PDR uses. Therefore, the proposed project would contribute to annual long-term increases in greenhouse gas emissions because of increased vehicle trips (mobile sources), and residential operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in greenhouse gas emissions.

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

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

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

[57] 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.

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

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

[60] Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of greenhouse gases need to be progressively reduced, as follows: by 2010, reduce greenhouse gas emissions to 2000 levels (approximately 457 million $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

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

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

Compliance with the City's bicycle parking requirements would reduce the proposed project's transportation-related emissions. Additionally, the proposed project does not provide any off-street vehicle parking. These regulations and project components reduce greenhouse gas emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower greenhouse gas 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, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related greenhouse gas emissions.[63] Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related greenhouse gas 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 greenhouse gases emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[64] and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Other regulations, including the Wood Burning Fireplace Ordinance would reduce emissions of greenhouse gases and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds.[65] For these reasons, the proposed project was determined to be consistent with San Francisco's greenhouse gas reduction strategy.[66]

Therefore, the proposed project's greenhouse gas emissions would not conflict with state, regional, and local greenhouse reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the Eastern Neighborhoods PEIR and would not result in impacts associated with greenhouse gas emissions beyond those disclosed in the Eastern Neighborhoods PEIR. For the above reasons, the proposed project would not result in significant greenhouse gas emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

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

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

[65] While not a greenhouse gas, volatile organic compounds 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 volatile organic compound emissions would reduce the anticipated local effects of global warming.

[66] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1990 Folsom Street, August 17, 2017.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☒	☐	☐	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR assessed the impacts from wind and shadow that could result from rezoning of the Mission Area Plan under the three rezoning options. Wind and shadow effects are analyzed under Chapter IV.I, on pages 380-418; Chapter VI on pages 529-530; Chapter VIII on pages C&R-118 to C&R-119; and Chapter IX, Appendix A on pages 31-32.

As discussed in the Project Description, the proposed project would consist of a ground-floor podium occupying the project site, on top of which would be seven- and three-story residential structures separated by open space (on the roof of the podium), with total heights of 88 feet (95 feet with an elevator penthouse) and about 47 feet, respectively.

Wind

The Initial Study to the Eastern Neighborhoods PEIR found that wind impacts would be less-than-significant because the proposed rezoning and community plans would not allow for structures tall enough to create significant impacts on ground-level winds. Additionally, the Planning Department would review specific future projects such that, if deemed necessary, wind-tunnel testing would occur to ensure that project-level wind impacts are mitigated to a less-than-significant level.

For purposes of evaluating wind impacts under CEQA, the Planning Department uses the hazard criterion, which is defined by Planning Code section 148 as wind speeds that reach or exceed 26 miles per hour for a single hour of the year. Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, projects 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.

Based on the height and location of the proposed building, the Planning Department requested a pedestrian wind evaluation be prepared by a qualified wind consultant for the proposed project.[67] The objective of the wind evaluation was to provide a qualitative, screening-level evaluation of the potential wind impacts of the proposed development. The results of the wind evaluation are summarized below.

To characterize existing wind conditions near the project site, the wind consultant reviewed a wind testing report conducted for the proposed 1979 Mission Street project (case number 2013.1543E)[68], which reported that the existing equivalent wind speeds range between 9 and 16 miles per hour on Mission Street between 15th and 16th streets. The wind evaluation also noted that the density and uniformity of development in an area influence wind speeds at the ground level, wherein a denser, more uniform built environment results in a slower and more uniform wind environment at the pedestrian level. As indicated in the Project Setting, the project vicinity is completely developed and largely consists of two- to four-story buildings. Considering the available information from the 1979 Mission Street project wind test and the height and density of surrounding development near the project site, the wind evaluation characterizes the existing conditions near the project site as moderately windy with principal winds from the west and northwest resulting in speeds on the 16th Street sidewalk at the project site to be at or above the 11 miles per hour for more than 10 percent of the time (the Planning Code section 148 pedestrian comfort criterion). Wind speeds on the Shotwell and Folsom street sidewalks at the project site are estimated to currently be one to two miles per hour slower. These winds are controlled by the local street grid near ground-level because building street walls tend to channel winds from the west down east-west streets such as 16th Street. Buildings on Shotwell, 16th, Folsom streets and other streets near the project site are generally one to three stories in height, forming solid street walls except for some gaps made by parking lots. The wind evaluation considers it unlikely that a wind hazard (as specified above) currently exists at the project site.

Although the proposed project would slightly increase wind speeds near the project site, the wind evaluation determined it unlikely that a new wind hazard would occur because of the prevailing wind directions at the project site, the wind-attenuating effects of neighboring buildings, and the orientation, height and bulk of the proposed project itself. The wind evaluation noted that wind from the northwest would strike the west and north faces of both the four-story and the eight-story project structures at almost a 45-degree angle. The four-story structure would be partially sheltered by the adjacent building to the north on Shotwell Street and the buildings on the west side of Shotwell Street. The eight-story structure would, in-turn, be partly sheltered by the four-story structure. Winds coming from the northwest that strike the north or west face of the four- and eight-story structures would largely be directed downward and would flow, directly or indirectly, toward the project's central courtyard, through the second floor opening and out over 16th Street at a height well above the sidewalk.

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[67] Environmental Science Associates, *Potential Wind Effects of Residential Project, 1990 Folsom Street Development, San Francisco, CA, Case No. 2016-015092ENV*, May 24, 2017.

[68] RWDI, *1979 Mission Street, San Francisco, CA. Final Pedestrian Wind Study*, June 29, 2015. San Francisco Planning Department Case Number 2013.1543E.

Winds from the west-northwest would strike the proposed project structures at approximately a 65-degree angle to their west facades and at approximately a 25-degree grazing angle to the north side of both buildings. The west-northwest winds striking the west ends of both the four- and eight-story structures would be directed down onto and southward along the Shotwell Street sidewalk.

Similarly, the wind evaluation found that the less frequent winds from the southwest striking both the west end of the four-story structure and the south façade of the eight-story structure at nearly a 45-degree angle would be slowed by buildings across Shotwell Street and further to the southwest. The four-story structure would be relatively sheltered from southwest winds while the eight-story structure would divide them, sending flows onto the 16th Street sidewalk and north on Shotwell Street. While the project may be expected to result in a noticeable increase in winds on nearby 16th Street sidewalks, they would not result in a pedestrian hazard.

Therefore, although the proposed project would be taller than surrounding buildings and would result in a minor increase in pedestrian level wind speeds on Shotwell and 16th streets, the wind evaluation concluded that the proposed project would not result in a pedestrian–level wind hazard.

For informational purposes this discussion also includes pedestrian comfort criteria. The wind evaluation anticipated that development of the proposed project would result in an approximately two to three mile-per-hour increase in current wind speeds on nearby sidewalks; such changes are generally considered to be insubstantial. In conclusion, the wind evaluation found that implementation of the proposed project would not create a wind hazard or substantially affect the pedestrian wind environment.

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

Shadow

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 because such parks would be under the jurisdiction of departments other than the recreation and parks department or privately owned. The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

As the proposed project would result in a building greater than 40 feet in height, the planning department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the recreation and park department, or on any other publicly accessible open space.[69] Therefore, a more refined shadow study was not conducted.

At times, the proposed project would shade portions of nearby streets and sidewalks and private property 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. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

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

			Not Analyzed in the Prior EIR			
Topics:		*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less Than Significant or Less Than Significant with Mitigation Incorporated*	*Significant Impact*
9.	**RECREATION—Would the project:**					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☒	☐	☐	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐	☐
c)	Physically degrade existing recreational resources?	☒	☐	☐	☐	☐

[69] San Francisco Planning Department. *Shadow Fan – 1990 Folsom Street*. July 11, 2017.

The Eastern Neighborhoods PEIR analyzes effects on recreation under Chapter IV.H, on pages 363-379; Chapter V, on page 525a; Chapter VIII on page C&R-34 and pages C&R-107 to C&R 118; and Chapter IX, Appendix A on page 43.

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade, and adequately maintain park and recreation facilities to ensure the safety of users.

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

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation and Circulation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, 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. It is anticipated that the residents of the proposed project would use the on-site open space (e.g., rear yard, front entry court, terrace, and roof top areas) provided, and their uses of nearby parks and recreational areas would not be so substantial such that substantial deterioration of parks would occur.

As discussed in the Project Description, the proposed project would provide a total of approximately 12,600 gsf of common open space. On June 23, 2017, the recreation and park department opened the Chan Kaajal Park (formerly Folsom and 17th Street Park). Also near the project site is the approximately five-acre Franklin Square Park, located at 16th and Bryant streets. Given ongoing improvements and increases in recreational open space and facilities in the Mission subarea of the Eastern Neighborhoods Plan areas, and the project's proposed open space, the proposed project would not degrade or lead to substantial deterioration of recreational facilities and is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

		Not Analyzed in the Prior EIR			
Topics:	***Analyzed in the Prior EIR***	***No Impact***	***Substantially Mitigated by Uniformly Applicable Development Policies***	***Less Than Significant or Less Than Significant with Mitigation Incorporated***	***Significant Impact***
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
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?	☒	☐	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on utilities and service systems under Chapter IX, Appendix A on pages 32-43.

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

Since certification of the PEIR, the San Francisco Public Utilities Commission adopted the 2010 Urban Water Management Plan in June 2011. The water management plan 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 water management plan 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 water management plan includes a quantification of the commission's water use reduction targets and plan for meeting these objectives. The water management plan projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

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

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

		Not Analyzed in the Prior EIR			
Topics:	***Analyzed in the Prior EIR***	***No Impact***	***Substantially Mitigated by Uniformly Applicable Development Policies***	***Less Than Significant or Less Than Significant with Mitigation Incorporated***	***Significant Impact***
11. PUBLIC SERVICES—Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on public services under Chapter IX, Appendix A on pages 32-43.

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

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
12. BIOLOGICAL RESOURCES—Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on biological resources under Chapter IV.M, on page 500; and Chapter IX, Appendix A on page 44.

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could

be affected by the development anticipated under the Area Plans. In addition, development envisioned under the Eastern Neighborhoods Area Plans 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 within Mission Plan area of the Eastern Neighborhoods Area Plans and 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 to biological resources not identified in the Eastern Neighborhoods PEIR.

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less Than Significant or Less Than Significant with Mitigation Incorporated*	*Significant Impact*
13. GEOLOGY AND SOILS—Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☐	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☒	☐	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
f) Change substantially the topography or any unique geologic or physical features of the site?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on geology and soils under Chapter IX, Appendix A on pages 44-54.

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

A geotechnical investigation was prepared for the proposed project and one boring and five cone penetration tests were made to various depths below the ground surface to determine subsurface soil conditions.[70] The project site is underlain to a depth of five feet below the surface by surficial fill materials placed in the latter half of the 19th century. Below the fill materials are found loose to medium dense silty sands to a depth of about 15 feet below ground surface. Below these silty sands are dense sands to a

[70] A3 GEO, Geotechnical Investigation Report, 1990 Folsom Street, November 23, 2016.

depth of about 32 feet. The soils within this layer are not considered to be susceptible to *liquefaction*.[71] The dense sands are underlain by medium dense to dense silty sands with silt interbeds that are considered susceptible to liquefaction. The dense silty sands are in turn underlain by stiff silts and clays to a depth of about 54 to 72 feet below ground surface. This layer is not considered susceptible to liquefaction. Very dense sands were found at the lowest point of the boring test, below the dense silty sands.

The boring test and the cone penetration tests found that groundwater below the project site is relatively shallow at about two to seven feet below the ground surface. The groundwater was tested and found to not be corrosive.

As noted in the project description, approximately 5,500 cubic yards are expected to be excavated to a depth of about four feet below the ground surface for the proposed building's foundation. The geotechnical investigation concluded that there is a low potential for surface fault rupture, landsliding, inundation and lateral spreading to occur at the project site with an earthquake. However, liquefaction is predicted to occur with the maximum considered earthquake magnitude for rupture of the San Andreas fault of 8.05. Accordingly, the geotechnical investigation provided two separate recommendations intended to mitigate liquefaction and the potential for ground failure under seismic loading. First, the geotechnical investigation recommended ground improvement conducting by deep soil mixing with cement to densify susceptible soils so that they do not liquefy. Second, the proposed building could be built upon deep foundations consisting of placing conventional drilled piers, driven piles, drilled displacement piles or auger-cast piles to a depth below soils susceptible to liquefaction (the medium dense to dense silty sands with silt interbeds). The project sponsor has elected to utilize the ground improvement approach, densifying susceptible soils and conducting deep soil mixing. Specific criteria for densifying soils and deep soil mixing are included in the geotechnical investigations, along with other recommendations regarding various construction considerations, including site preparation, excavation, utility trenches, and dewatering.

Implementation of the geotechnical investigation's recommendations would result in a less-than-significant impact with respect to seismic hazards, including liquefaction. In addition, 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 and may require additional site specific soils report(s) through the building permit application process, as needed. The building department 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.

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[71] Soil liquefaction is a phenomenon that occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid and loses its ability to support weight. This condition is most often associated with an earthquake vibrating water-saturated fill or unconsolidated soil. The City of San Francisco uses liquefaction hazard maps prepared by the United States Geological Survey to assess the potential for liquefaction within the City. See: https://earthquake.usgs.gov/hazards/urban/sfbay/liquefaction/sfbay/. Accessed August 26, 2017.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Not Analyzed in the Prior EIR: Substantially Mitigated by Uniformly Applicable Development Policies	Not Analyzed in the Prior EIR: Less Than Significant or Less Than Significant with Mitigation Incorporated	Not Analyzed in the Prior EIR: Significant Impact
14. HYDROLOGY AND WATER QUALITY—Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐	☐
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)?	☒	☐	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on hydrology and water quality under Chapter IV.M, on page 500; and Chapter IX, Appendix A on pages 54-67.

The Eastern Neighborhoods PEIR determined that the anticipated increase in population resulting from implementation of the Area Plans 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 current project site is completely covered by impervious surfaces. The amount of impervious surface coverage on the project site would not change with implementation of the proposed project and the amount of runoff would not substantially increase with construction of the project. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to low impact design approaches (such as landscape solutions designed to capture stormwater runoff) and stormwater management systems would be required to comply with the *San Francisco Stormwater Design Guidelines*.[72] As a result, the proposed project would not increase stormwater runoff.

Additionally, a stormwater pollution prevention plan would be required to identify best management practices and erosion and sedimentation control measures to keep sediment from entering City's stormwater and sewer system during construction. The plan would be reviewed, approved, and enforced

[72] Projects disturbing 5,000 square feet or more of ground surface are subject to the Stormwater Management Ordinance and must therefore meet the performance measures set within the stormwater design guidelines, which are explained here: http://default.sfplanning.org/publications_reports/Stormwater_Design_Guidelines_Informational_Letter.pdf. Accessed August 21, 2017.

by the public utilities commission. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality and waste discharge standards.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on hazards and hazardous materials under Chapter IV.L, on pages 475-499; Chapter V, on page 523; Chapter VIII on page 34 and pages C&R-129 to C&R-130; and Chapter IX, Appendix A on page 67.

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure L-1 as Project Mitigation Measure 3, which would require proper removal and disposal of

hazardous building materials per applicable federal, state, and local laws (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

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, which is overseen by the health department, 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 within Eastern Neighborhoods Plan area are subject to this ordinance.

The proposed project, which would require excavation of approximately 5,500 cubic yards of soil to a depth of four feet below the ground surface across the project site, is in an area suspected of soil and/or water contamination as indicated by the Maher Map.[73] As noted in the Project Description above, the project site has been developed as a bakery distribution center with production storage, retail space and maintenance bays to repair delivery trucks. Given its past light industrial land use and the truck maintenance bays, the project site is subject to article 22A of the health code. In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application to the public health department and *phase I and II environmental site assessments* were prepared to assess the potential for site contamination.[74,75,76]

The phase I site assessment observed that the project site had been developed with a residence as early as 1889 and, by the 1960s, was utilized as a truck service and sales department for various bakeries. The three underground storage tanks (a 350-gallon waste oil tank, 7,500-gallon gasoline tank and 10,000-gallon diesel tank) were installed in the 1960s and 1970s. Past environmental activities included the removal of three underground storage tanks near the loading dock and the removal of a hydraulic lift system located in the truck maintenance building. The phase I site assessment determined that all three underground storage tanks were removed under permit, and the underground hydraulic lift system and associated utilities were removed from the truck maintenance bay in 2007. Although two 55-gallon drums of soil with evidence of hydraulic oil were removed, complete removal was not possible due to access and stability issues. The public health department issued a No Further Action letter on October 12, 2007

[73] San Francisco Planning Department, *Expanded Maher Area March 2015*, available at: http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf. Accessed September 15, 2017.
[74] San Francisco Department of Public Health, *Maher Ordinance Application 1990 Folsom Street*, August 9, 2017.
[75] Gannett Fleming, Phase I Environmental Site Assessment, 1990 Folsom Street, San Francisco. June 2015.
[76] Gannett Fleming, Phase II Environmental Site Assessment Summary Report1990 Folsom Street, San Francisco. February 1, 2016.

with the condition that if future excavation occurs beneath the truck maintenance garage, the soil should be appropriately characterized and disposed of in a landfill.

Accordingly, a phase II site assessment was conducted to delineate the contaminated soil that may have been left on site and evaluate potential subsurface impacts related to recognized environmental conditions that were identified in the phase I site assessment. The phase II site assessment collected soil, groundwater and soil vapor samples for laboratory analysis in the immediate area of the truck maintenance garage. The results of this investigation included the following:

- Volatile organic compounds were not detected at or above reporting limits in any soil samples;
- Total petroleum hydrocarbons, such as diesel fuel, were detected in one soil sample at a concentration of 12 mg/kg. Total petroleum hydrocarbons were not detected in the remaining soil samples;
- Volatile organic compounds and total petroleum hydrocarbons were not detected above reporting limits in the groundwater sample; and
- Some volatile organic compound constituents were detected in the soil vapor sample. All detected volatile organic compounds were reported below their respective screening levels.

Given the presence of contaminants, a site history and work plan was prepared and submitted to the public health department for review.[77] The site history and work plan summarizes the project site history regarding hazardous materials, specifies field sampling protocols for the testing of soil and groundwater before and during excavation, and establishes laboratory analyses protocols. The site history and work plan was reviewed and approved by the health department.[78] If sampling determines that contaminated soils or groundwater are present, then the project sponsor would be required by the health department to remediate potential soil and/or groundwater contamination in accordance with article 22A of the health code, including a site mitigation plan for the safe removal and disposal of any hazardous materials.

Considering this information, as well as the oversight of the proposed project by the health department pursuant to the Maher Ordinance, the proposed project would not have any significant hazardous materials impacts and would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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[77] AEW Engineering, Inc., Final Site History Report and Site Characterization Work Plan, San Francisco Department of Public Health's Article 22A Compliance, 1990 Folsom Street Site, San Francisco, California, March 23, 2017.

[78] San Francisco Department of Public Health Environmental Health Branch – Site Assessment and Mitigation, *SFHC Article 22A Compliance 1990 Folsom Street Site San Francisco EHB-SAM Case Number: 1548*, March 29, 2017.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on mineral and energy resources under Chapter IV.M, page 500; and Chapter IX, Appendix A on page 67.

The Eastern Neighborhoods PEIR determined that the Area Plans 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. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is located within the Eastern Neighborhoods plan area and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
17. AGRICULTURE AND FOREST RESOURCES—Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☐	☐	☐	☐
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)?	☒	☐	☐	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☒	☐	☐	☐	☐

The Eastern Neighborhoods PEIR analyzes effects on agricultural resources under Chapter IV.M, on page 500.

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

As the proposed project is within the Eastern Neighborhoods plan area which does not contain agricultural or forest resources, and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project sponsor would be required to prepare an archeological testing program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

The proposed project would not combine with past, present, or reasonably foreseeable future projects to create significant cumulative impacts related to any of the topics discussed in this infill environmental checklist. There would be no significant cumulative impacts to which the proposed project would make cumulatively considerable contributions.

As construction of the proposed project would generate temporary noise from the use of heavy construction equipment that could affect nearby residents and other sensitive receptors, the project sponsor is required to develop and implement a set of noise attenuation measures during construction. In addition, all construction activities would be subject to and required to comply with the San Francisco

Noise Ordinance. The proposed project would also be required to comply with the Construction Dust Control Ordinance, which would reduce the quantity of fugitive dust generated during project-related construction activities. The project site is not located within the air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. For these reasons, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings.

MITIGATION MEASURES

ARCHEOLGOICAL RESOURCES

Project Mitigation Measure 1 – Archeological Testing (Eastern Neighborhoods Mitigation Measure J-3)

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 (QACL) 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 QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site[79] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an

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

appropriate representative[80] 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 shall be provided to the representative of the descendant group.

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

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:

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[80] 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 be determined in consultation with the Department archeologist.

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential 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 significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project.

Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

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

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the

archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

NOISE

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements;
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

HAZARDS AND HAZARDOUS MATERIALS

Project Mitigation Measure 3 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

IMPROVEMENT MEASURES

TRANSPORTATION AND CIRCULATION

Project Improvement Measure I-Loading-1: Management of Passenger Loading Activities

The Project Sponsor will direct building tenants—including residents, the operators of the on-site childcare facility, and the tenants of the PDR spaces—to avoid conducting passenger loading activities along Folsom Street unless they are accommodated in available on-street parking spaces. Specifically, the Project Sponsor will discourage building tenants from conducting passenger loading activities while obstructing travel lanes (including both general-purpose travel lanes and bicycle lanes) along Folsom Street and will be encouraged to use available on- or off-street parking or the two passenger loading zones proposed by the Project along Shotwell Street and 16th Street. In conjunction with these efforts, the Project Sponsor will also instruct building tenants to similarly hold their affiliates and associates—including guests/visitors, customers, and staff/employees—to these same conditions when conducting passenger loading activities at the site.

In addition, it will be the responsibility of the Project Sponsor to ensure that Project-generated passenger loading activities along Shotwell Street and 16th Street are accommodated within the confines of the proposed on-street white zones or in available on-street parking spaces. Specifically, the Project Sponsor will monitor passenger loading activities at the proposed zones to ensure that such activities are in compliance with the following requirements:

- That double parking, queuing, or other Project-generated activities do not result in intrusions into the adjacent travel lane (whether a general-purpose travel lane, transit-only lane, or bicycle lane) or obstruction of the adjacent sidewalk. Any Project-generated vehicle conducting, or attempting to conduct, passenger pick-up or drop-off activities will not occupy the adjacent travel lane such that transit, bicycle, or traffic circulation is inhibited, and associated passengers and pedestrian activity will not occupy the adjacent sidewalk such that pedestrian circulation is inhibited.
- That vehicles conducting passenger loading activities are not stopped in the passenger loading zone for an extended period of time. In this context, an "extended period of time" shall be defined as more than five (5) consecutive minutes at any time.

Should passenger loading activities at the proposed on-street passenger loading zones not be in compliance with the above requirements, the Project Sponsor will employ abatement methods as needed to ensure compliance. Suggested abatement methods may include, but are not limited to, employment or deployment of staff to direct passenger loading activities; use of off-site parking facilities or shared parking with nearby uses; additional transportation demand management (TDM) measures described in the Planning Commission's TDM Program Standards; and / or limiting hours of access to the passenger loading zones. Any new abatement measures will be reviewed and approved by the Planning Department.

If the Planning Director, or his or her designee, suspects that Project-generated passenger loading activities in the proposed passenger loading zones are not in compliance with the above requirements, the Planning Department shall notify the property owner in writing. The property owner, or his or her designated agent (such as building management), shall hire a qualified transportation consultant to evaluate conditions at the site for no less than seven total days. The consultant shall submit a report to the Planning Department documenting conditions. Upon review of the report, the Planning Department shall determine whether or not Project-generated passenger loading activities are in compliance with the above requirements, and shall notify the property owner of the determination in writing.

If the Planning Department determines that passenger loading activities are not in compliance with the above requirements, upon notification, the property owner or his or her designated agent will have 90 days from the date of the written determination to carry out abatement measures. If after 90 days the Planning Department determines that the property owner or his or designated agent has been unsuccessful at ensuring compliance with the above requirements, use of the on-street passenger loading zone will be restricted during certain time periods or events to ensure compliance. These restrictions will be determined by the Planning Department in coordination with the SFMTA, as deemed appropriate based on the consultant's evaluation of site conditions, and communicated to the property owner in writing. The property owner or his or her designated agent will be responsible for relaying these restrictions to building tenants to ensure compliance.

Project Improvement Measure I-Loading-2: Management of Freight Loading Activities

The Project Sponsor will ensure that building management or the tenant of the proposed western PDR space stations attendant(s) during all vehicle movements into and out of the Project's off-street freight loading space along Shotwell Street. The attendant's primary duties would include ensuring that these movements occur without negatively affecting bicycle, pedestrian, and traffic safety and minimizing any disruptions to bicycle, pedestrian, and traffic circulation. The Project Sponsor will also ensure that tenants report any expected use of the off-street freight loading space to building management and that building management coordinates freight loading activities to maximize use of the off-street space (in lieu of disruptive alternatives such as double parking on-street) to the extent feasible and minimizes any scheduling conflicts between freight loading activities. Movements into and out of the freight loading space will also be restricted to periods outside of the peak drop-off / pick-up periods for the proposed childcare facility to minimize potential conflicts.

Project Improvement Measure I-Event-1: Event-Related Transportation Strategies

In addition to the measures described under Improvement Measure I-LOADING-1 ("Management of Passenger Loading Activities"), other measures may be warranted to minimize any potential disruptions to transit, bicycle, pedestrian, and traffic circulation as a result of events at the Project site. When booking or hosting events in the building's PDR spaces, the proposed PDR tenant and building management will work internally (for internal events) or in coordination with event sponsors (for external events) to identify the expected transportation needs of the event and implement improvement measures to assist with event-related passenger loading. Potential measures could include (but are not limited to) the following:

- For events that may generate substantial demand for curbside passenger loading in excess of regular (non-event) conditions, manage use of the proposed passenger loading zones to ensure that sufficient space is provided to accommodate the additional vehicles while maintaining regular (non-event) use of the zone. If necessary, apply for (temporary) extended hours for the passenger loading zone(s) through the SFMTA to better accommodate event-related passenger loading. If additional space is necessary, apply for temporary signage through the SFMTA to convert on-street parking in the immediate vicinity of the Project site into additional space for event-related passenger loading. If warranted, implement a temporary curbside valet program or deploy staff to direct and facilitate passenger loading activities to maximize efficient use of the zones and minimize disruptions to transit, bicycle, pedestrian, and traffic circulation.
- Provide general transit information (e.g., directions to / from key transit hubs, routes, schedules, fares) to event sponsors and hosts (i.e., organizations or individuals renting the event space) for distribution to event attendees, and encourage attendees to take transit, bike, or walk when traveling to / from the event. If necessary, provide general information about nearby public parking facilities (e.g., maps, directions, rates, etc.) to event sponsors for distribution to event attendees.

Project Improvement Measure I-Construction-1: Construction Traffic Management

The Project Sponsor will implement measures to minimize the effects of Project-related construction activities on transit, bicycle, pedestrian, and traffic circulation. Potential measures could include (but are not limited to) the following:

- Construction contractor(s) for the Project will coordinate construction activities with other construction activities that may take place concurrently in the vicinity of the Project site. Potential measures could include establishing regular coordination protocols (e.g., a weekly liaison meeting between general contractors to discuss upcoming activities and resolve conflicts); offsetting schedules (e.g., scheduling materials deliveries, concrete pours, crane assembly / disassembly, and other major activities at different hours or on different days to avoid direct overlap); shared travel and / or parking solutions for construction workers (e.g., helping establish an informal vanpool / carpool program); and other measures.
- The Project Sponsor will provide regular construction updates to notify nearby businesses and residents of upcoming construction activities and related effects on local access and circulation, such as peak truck days (e.g., for concrete pours); travel lane, parking lane, or sidewalk closures; and transit stop relocations. The update will also provide contact information for specific inquiries or concerns regarding Project-related construction activities.
- The Project Sponsor will require that the construction contractor(s) for the Project encourage workers to take transit, rideshare, bicycle, or walk when traveling to and from the construction site.

DETERMINATION

On the basis of this evaluation:

☒ I find that the proposed infill project would not have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects would not be significant and a Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.

☐ I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects would be significant, and an infill EIR is required to analyze those effects that are subject to CEQA.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Archeology				
Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3) Based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. At the direction of the Environmental Review Officer (ERO), the archeology consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an Archeological Data Recovery Plan/Testing Program (ARD/TP). 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 ERO. All plans and reports prepared by the consultant as specified herein shall be	Project sponsor, project contractor, project archeologist.	Prior to issuance of any permit for soils-disturbing activities and during construction activities.	Project sponsor, project contractor, project archeologist, ERO.	Prior to and during soils-disturbing and construction activities.

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

A. Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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. If the ERO determines that a significant archeological resources 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 (AMP) shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading,				

A. Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/torque-down piles/construction activities and equipment until the deposit is evaluated. If in the case of pile drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile drilling activity may affect an				

A. Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
archeological resource, the pile drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.				
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if				

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nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the

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Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (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. If non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible to the California Register of Historic Resources.				
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological				

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resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.				
Noise				
Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods PEIR Mitigation Measure F-2) The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-	Project Sponsor; project contractor.	During construction period.	Project Sponsor to provide monthly noise reports during construction.	During construction activities.

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sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and whom to notify in the event of a problem, with telephone numbers listed.				
Hazardous Materials				
Project Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1) The sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project sponsor; project contractor	Prior to any demolition or construction activities.	Project Sponsor; Planning Department	Prior to any demolition or construction activities.

B. Adopted Improvement Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Improvement Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation				
<u>Project Improvement Measure TR-1: Coordination of Move-in/Move-Out Operations and Large Deliveries</u> To reduce the potential for double parking of delivery vehicles within the travel lane adjacent to the curb lane on Mission Street, residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Such scheduled activities will avoid the weekday am and pm peak periods of travel (generally 7:00 am to 9:00 am and 4:00 pm to 6:00 pm). Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Mission Street over an extended period of time and reduce any potential conflicts between delivery vehicles, movers and other users of adjacent roadway (e.g., transit vehicles, bicyclists) and pedestrians walking along these adjacent streets. Curb parking on Mission Street shall be reserved through SFMTA or by directly contacting the local 311 service.	Project sponsor or building manager	Ongoing	Project sponsor or building manager and San Francisco Municipal Transportation Agency (SFMTA)	Ongoing
<u>Project Improvement Measure TR-2: Develop Transportation Management Plan (TMP)</u> The project sponsor will ensure that the lease agreements for the daycare facility and youth activity center (Mission Girls) include provisions for the development of transportation management plans for each facility that include the following provisions.	Project sponsor, management of daycare facility and youth activity space (Mission Girls)	Prior to operation of the daycare and/or youth activity space (Mission Girls)	Submit initial TMP to Planning Department	Prior to operation of the daycare and/or youth activity space (Mission Girls) and ongoing

B. Adopted Improvement Measures	MONITORING AND REPORTING PROGRAM			
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Transportation				
• Notify parents/guardians of the daycare and Mission Girls (or other youth activity program) about pick-up and drop-off procedures in writing and through orientations. • Staff members for the daycare and youth activity program (Mission Girls) would locate at the curbside adjacent to the Mission Street loading zone to coordinate vehicle entries and exits into and out of the loading zone and facilitate children exiting or entering vehicles on the vehicle curbside during drop-off/pick-up activities. • Discourage parents/guardians from parking in the adjacent loading space on Mission Street for longer than one (1) minute to five (5) minutes. • Enforce parents/guardians to not exit their vehicles and enter the daycare facility or youth activity space while stopped/parked at the loading zone. • Provide a detailed map of the drop-off and pick-up zones adjacent to the proposed site and potential secondary the loading zones and short-term on-street parking spaces in the project site vicinity. • The daycare and Mission Girls program will maintain a log (inventory) of complaints from neighbors and/or Muni and would work with these neighbors and/or				

B. Adopted Improvement Measures	MONITORING AND REPORTING PROGRAM			
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Transportation				
Muni to address unforeseen problems with dropoff/pick-up activities, and maintain an ongoing, constructive relationship with the neighboring residents and businesses; and make adjustments as needed. • Provide parents/guardians with an information guide regarding how to reach the daycare and the youth activity program (Mission Girls) by walking, bicycling, and transit. The guide may include: o A detailed map of nearby transit facilities (stops and routes) in vicinity of the project site; o A detailed map of bicycle routes in the vicinity of the school site; and o Provide online links and phone numbers to transit providers that serve the project site. • Develop a volunteer carpooling program for parents/guardians. • Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet.				
<u>Project Improvement Measure TR-3: Construction Management</u> The project sponsor will develop and implement a construction management plan (CMP) addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP	Project sponsor or contractor	Prior to and during construction	Project sponsor, San Francisco Municipal Transportation Agency	CMP considered complete upon approval of CMP by San

B. Adopted Improvement Measures	MONITORING AND REPORTING PROGRAM			
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will include, but not be limited to, the following additional measures: • Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility. • Identify ways to consolidate truck delivery trips, minimizing delivery trips. • The project sponsor and/or their contractor will avoid deliveries and truck trips to the project site during peak commute hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). • The project sponsor and/or their contractor will limit construction activities where the use of a travel lane is required to between the weekday hours of 9 am and 3 pm. • Consultation with the surrounding community, including business and property owners near the project site, to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site. • Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction activities				Francisco Municipal Transportation Agency; obligation complete at completion of construction.

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and duration, peak construction vehicle activities, (e.g. concrete pours), and lane closures, and provide a construction management contact to log and address community concerns.				