



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: JULY 28, 2011

Date: July 21, 2011
Case No.: **2003.0527EX**
Project Address: **1000 16th Street**
Zoning: PDR-1-G (General Production, Distribution, and Repair) and
UMU (Urban Mixed Use) Zoning Districts
68-X Height and Bulk District
Block/Lots: 3833 / 001, 002 & 003
3834 / 001
Project Sponsor: Cherokee Mission Bay, LLC &
Archstone New Development Holdings LP
333 3rd Street, Suite 210
San Francisco, CA 94107
Staff Contact: Ben Fu – (415) 558-6613
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project, a.k.a. Daggett Place, proposes the construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units, approximately 15,000 square feet of ground floor retail, approximately 11,100 square feet of Production, Distribution, and Repair (PDR) / Small Enterprise Workspace (SEW) spaces, parking for up to 306 spaces, and Planning Code exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses. The project is seeking authorization under the Eastern Neighborhoods Controls.

The Northern Building would be located on the northwestern block of the site, constructed on a podium over at-grade parking and contain a mix of residential units, retail and SEW space. The Southern Building contains residential units and retail spaces, would be located at the southeastern corner of the site.

The existing Daggett Street, or the Daggett Right of Way, has been planned for the development of a public park. On July 18, 2011, Eastern Neighborhoods Citizen Advisory Committee (CAC) voted in support of an in-kind agreement with the sponsor for a new park. The park is tentatively designed to include a lawn, play area, built-in seating, dog run, and ample landscaping.

SITE DESCRIPTION AND PRESENT USE

The vacant project site consists of Lots 1, 2 and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834, and the Daggett Street right-of-way (ROW). The project is located on a triangular site bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south in San Francisco's Showplace Square/Potrero Hill area at the foot of the Potrero Hill neighborhood. The

project site is located in an UMU (Urban Mixed Use) Zoning District and a PDR-1-G (Production, Distribution and Repair, General) Zoning District, and within a 68-X Height and Bulk District.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The immediate surroundings at present is primarily industrial with small scale live-work units, and residential structures (the 12-unit 49 Missouri Street and the 20-unit 999 16th Street) alongside warehouses. Land uses in the project vicinity are varied and include educational facilities (UCSF-Mission Bay, California College of the Arts), light industry, office space, a public park, residences, retail, storage, transportation and utility services fleet parking lots, warehouses, and wholesale interior-design-related establishments. The site is approximately two blocks north of the north-facing slope of Potrero Hill, where the land use is predominantly single- and multi-family residential. The proposed development would shift the neighborhood toward decidedly denser residential uses in an area with relatively few residential units at present.

The broader context exemplifies uses that define the transition between two neighborhoods. The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands, an area also known as Showplace Square. The northern slope of Potrero Hill is mainly a mix of one-, two- and three-story cottage and row houses, along with multi-family homes, limited stretches of neighborhood-serving retail uses and open space at the two-block Jackson Playground. The buildings have been built over multiple decades and encompass diverse styles, such as Victorian, Art Deco, Modern and live/work. Showplace Square, which begins approximately to the north of 16th Street, is a predominantly industrial area as exemplified by the prevalence of low-rise to mid-rise buildings distributed amid work yards, parking lots, and storage facilities. While occupying relatively large footprints, few of these industrial-use buildings are taller than two stories, though some showroom and office buildings in the western portion of Showplace Square exceed 65 feet in height. In general, the biggest buildings in the area tend to house multiple uses and tenants, ranging from office and retail space to warehouse distribution, which are visually characterized by loading docks and retractable doors.

ENVIRONMENTAL REVIEW

On April 16, 2009, the Planning Commission reviewed and considered the Final Environmental Impact Report (FEIR) in Planning Department File No. 2003.0527E consisting of the Draft EIR and the Comments and Responses document, and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act (CEQA), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and found further that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the Draft EIR, and certified the completion of said FEIR in compliance with CEQA and the CEQA Guidelines in its Motion No. 17864.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 8, 2011	July 6, 2011	22 days
Posted Notice	20 days	July 8, 2011	July 7, 2011	21 days

Mailed Notice	20 days	July 8, 2011	July 7, 2011	21 days
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PUBLIC COMMENT

- To date, the Department has received general inquiries and oppositions on the proposed project from Neighborhood Coalition to Save Potrero Hill and other members of the public.

ISSUES AND OTHER CONSIDERATIONS

- The Project will consist of up to 470 dwelling units, including 20 percent of the Project’s dwelling units designated as BMR units, or 94 units.
- On July 18, 2011, Eastern Neighborhoods CAC voted in support of an in-kind agreement with Archstone for a new park along the Daggett Right of Way.
- Off-street parking for up to 306 vehicles will be provided in a garage where the only façade visible at 7th Street is designed with metal screen with enclosed vegetated swale and board-formed concrete. The garage will include 12 ADA compliant spaces and four car share spaces.
- Approval is sought under new Eastern Neighborhood controls and the project will provide impact fees relative to new requirements.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 and exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses for the proposed construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units, approximately 15,000 square feet of ground floor retail, approximately 11,100 square feet of Production, Distribution, and Repair (PDR) spaces, and parking for up to 306 spaces within the UMU (Urban Mixed Use) District with a 68-X Height and Bulk Designation.

BASIS FOR RECOMMENDATION

- The project complies with the applicable requirements of the Planning Code.
- The project is consistent with the objectives and policies of the General Plan.
- The project complies with the First Source Hiring Program.
- The project will convert an underused site into a productive mixed-use development that includes significant site upgrades, such as landscaping and private and public open spaces.
- The project design is consistent with and respects the existing neighborhood character, and is an appropriate in-fill development that compliments the transitional development pattern.
- The project will fully utilize the Eastern Neighborhood controls and pay the appropriate impact fees.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Large Project Authorization Motion
Parcel Maps

- Sanborn Map
- Aerial Photographs
- Zoning Map
- CEQA Findings
- Environmental Review Documents
- Project Sponsor Submittal:
 - Cover Letter
 - Site Photographs
 - Project Renderings
 - Reduced Plans

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Sanborn Map | |
| <input checked="" type="checkbox"/> Aerial Photo | |
| <input checked="" type="checkbox"/> Context Photos | |
| <input checked="" type="checkbox"/> Site Photos | |

Exhibits above marked with an "X" are included in this packet

_____ BF _____

Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Other (EN Impact Fee – Sec. 423)

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Planning Commission Motion No. xxxxx HEARING DATE: JULY 28, 2011

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333 3rd Street, Suite 210
San Francisco, CA 94107
Staff Contact: Ben Fu – (415) 558-6613
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ADOPTING FINDINGS RELATING TO LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO ALLOW THE CONSTRUCTION OF TWO NEW SIX-STORY, 68-FOOT BUILDINGS CONSISTING OF UP TO 470 DWELLING UNITS, APPROXIMATELY 15,000 SQUARE FEET OF GROUND FLOOR RETAIL, APPROXIMATELY 8,000 SQUARE FEET OF PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) SPACE, PARKING FOR APPROXIMATELY 306 SPACES, TO ALLOW EXCEPTIONS FOR REAR YARD, DWELLING UNIT EXPOSURE, OFF-STREET LOADING, HORIZONTAL MASS REDUCTION AND GROUND FLOOR ACTIVE USES, AND TO ADOPT FINDINGS AND MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. THE SUBJECT PROPERTY IS LOCATED WITHIN THE UMU (URBAN MIXED USE) ZONING DISTRICT AND PDR-1-G ZONING DISTRICT WITHIN A 68-X HEIGHT AND BULK DESIGNATION.

PREAMBLE

On February 23, 2006, Cherokee Mission Bay, LLC filed an application and on May 4, 2011, Archstone New Development Holdings LP (Project Sponsor) filed an updated application with the Planning Department (hereinafter "Department") for Large Project Authorization under Planning Code Section 329 to allow construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units,

approximately 15,000 square feet of ground floor retail, approximately 8,000 square feet of Production, Distribution, and Repair (PDR) spaces, Small Enterprise Workspace (SEW), parking for approximately 306 spaces, and exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses, within the UMU (Urban Mixed Use) and PDR-1-G Zoning Districts and within a 68-X Height and Bulk Designation.

On April 16, 2009, the Planning Commission reviewed and considered the Final Environmental Impact Report (FEIR) in Planning Department File No. 2003.0527E consisting of the Draft EIR and the Comments and Responses document, and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act (CEQA), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and found further that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the Draft EIR, and certified the completion of said FEIR in compliance with CEQA and the CEQA Guidelines in its Motion No. 17864.

On July 20, 2011, the Planning Department issued a Memorandum determining that the Project would not result in new significant environmental effects not disclosed in the FEIR, and that no supplemental environmental review for the project is necessary.

The Commission has reviewed and considered the information contained in the FEIR, all written and oral information provided by the Planning Department, the public, relevant public agencies, and other experts and the administrative files for the Project and the EIR. The Project and EIR files have been made available for review by the Planning Commission and the public, and those files are part of the record before this Commission.

Planning Department staff prepared proposed findings, as required by CEQA, (CEQA Findings) and a proposed Mitigation, Monitoring and Reporting Program (MMRP), which material was made available to the public and the Commission for the Commission's review, consideration and action.

This Commission has reviewed and considered the FEIR and hereby adopts the CEQA Findings, including the statement of overriding considerations, attached hereto as Exhibit A and incorporated herein as part of this Resolution by this reference thereto, and adopts the MMRP attached to this Resolution as Attachment B and incorporated herein as part of this Resolution by this reference thereto.

On July 28, 2011, the Commission adopted findings pursuant to CEQA as set forth in Motion No. XXXXX, which findings are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2003.0527EX at 1650 Mission Street, Fourth Floor, San Francisco, California.

On July 28, 2011, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2003.0527X.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2003.0527X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

Site Description and Present Use. The vacant project site consists of Lots 1, 2 and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834, and the Daggett Street right-of-way (ROW). The project is located on a triangular site bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south in San Francisco's Showplace Square/Potrero Hill area at the foot of the Potrero Hill neighborhood. The project site is located in an UMU (Urban Mixed Use) Zoning District and a PDR-1-G (Production, Distribution and Repair, General) Zoning District, and within a 68-X Height and Bulk District.

2. **Surrounding Properties and Neighborhood.** The immediate surroundings at present is primarily commercial, industrial and institutional with small scale live-work units, and residential structures (the 12-unit 49 Missouri Street and the 20-unit 999 16th Street) alongside warehouses. Land uses in the project vicinity are varied and include educational facilities (UCSF-Mission Bay, California College of the Arts), light industry, office space, a public park, residences, retail, storage, transportation and utility services fleet parking lots, warehouses, and wholesale interior-design-related establishments. The site is approximately two blocks north of the north-facing slope of Potrero Hill, where the land use is predominantly single- and multi-family residential. The site is across the Cal Train tracks and elevated I-280 Freeway from the UCSF campus in Mission Bay. The proposed development would shift the neighborhood toward decidedly denser residential uses in an area with relatively few residential units at present.

The broader context exemplifies uses that define the transition between two neighborhoods. The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands, an area also known as Showplace Square. The northern slope of Potrero Hill is mainly a mix of one-, two- and three-story cottage and row houses, along with multi-family homes, limited stretches of neighborhood-serving retail uses and open space at the two-block Jackson Playground. The buildings have been built over multiple decades and encompass diverse styles, such as Victorian, Art Deco, Modern and live/work. Showplace Square, which begins approximately to the north of 17th Street, is a predominantly industrial area as exemplified by the prevalence of low-rise to mid-rise buildings distributed amid work yards, parking lots, and storage facilities. While occupying relatively

large footprints, few of these industrial-use buildings are taller than two stories, though some showroom and office buildings in the western portion of Showplace Square exceed 65 feet in height. In general, the biggest buildings in the area tend to house multiple uses and tenants, ranging from office and retail space to warehouse distribution, which are visually characterized by loading docks and retractable doors.

3. **Project Description.** The project, a.k.a. Daggett Place, proposes the construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units, approximately 15,000 square feet of ground floor retail, approximately 8,000 square feet of Production, Distribution, and Repair (PDR) / Small Enterprise Workspace (SEW) spaces, parking for approximately 306 spaces, and Planning Code exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses. The project is seeking authorization under the Eastern Neighborhoods Controls.

The Northern Building would be located on the northwestern block of the site, constructed on a podium over at-grade parking and contain a mix of residential units, retail and SEW space. The Southern Building contains residential units and retail spaces, would be located at the southeastern corner of the site.

The existing Daggett Street, or the Daggett Right of Way, that is located between the two proposed buildings, has been planned for the development of a public park. On July 18, 2011, Eastern Neighborhoods Citizen Advisory Committee (CAC) voted in support of an in-kind agreement with the sponsor for a new park. The park is tentatively designed to include a lawn, play area, built-in seating, dog run, and ample landscaping.

4. **Public Comment.** The Department has received general inquiries and oppositions on the proposed project from Neighborhood Coalition to Save Potrero Hill and other members of the public. The oppositions are focused on parking, density, and the number of exceptions requested. The project has also received letters of support from the Potrero Boosters Neighborhood Association, Dogpatch Neighborhood Association, San Francisco Housing Action Coalition, Potrero Hill Association of Merchants and Businesses, and Bay Area Council.
5. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Zoning District.** The project site is located within Urban Mixed Use (UMU) District in the Potrero Hill neighborhood. 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. Family-sized dwelling units are encouraged. The project proposes retail, PDR, and

residential uses that include 40 percent two-bedroom unit, or family-sized units in the UMU Zoning District.

There is also a 32-foot deep band along the project site at Hubbell Street that is zoned PDR-1-G. The intention of this district is to retain and encourage existing production, distribution, and repair activities and promote new business formation. Thus, this district prohibits residential and office uses and limits retail and institutional uses. The project proposes PDR/SEW spaces, which are principally permitted uses under Planning Code Section 227(t).

- B. **Use.** Planning Code Section 843 identifies residential use and various nonresidential uses as principally permitted uses in the UMU Zoning District. In general, the principally permitted uses are industrial and business service, assembly and social service, retail, recreation and arts, and residential.

The proposed residential, retail, and PDR/SEW uses are compatible and consistent with the zoning designation. The exceptions sought after are necessary to allow maximum number of units and to provide a desirable design.

- C. **Residential Open Space.** Planning Code Section 135 requires that usable open space be located on the same lot as the dwelling units it serves. At least 80 square feet of usable open space per dwelling unit, or 54 square feet per dwelling unit of publicly accessible open space, is required. Up to 50 percent of the publicly accessible open space may be provided off-site. The Project has a residential open space requirement of up to 37,600 square feet of usable open space if private, or 25,380 square feet of publically accessible open space.

The Project includes court yards that meet the minimum open space requirements for a total of approximately 22,000 square feet. The Project also includes public accessible open space for a total of approximately 20,000 square feet. While additional inner court yards provide approximately 8,900 additional square feet, they do not meet the minimum dimensional requirements for useable open space.

Private open space provided at the North Building will provide 22,000 square feet of useable open space, enough for 275 units. The proposed publicly accessible corner park and open spaces at the North Building will provide 16,000 square feet of useable open space; the proposed publicly accessible open spaces at the South Building will provide an additional 4,000 square feet. The total proposed publicly accessible open spaces will provide enough open space for an additional 370 units. The open space provided by the project will satisfy up to 645 units; the project proposes a total of 470 units. Therefore, these open spaces combine to exceed the minimum useable open space required for the project.

- D. **Commercial Open Space.** Planning Code Section 135.3 requires usable open space for uses other than dwelling units. For retail use, one square foot per 250 square feet of occupied floor area of usable open space is required. In Eastern Neighborhoods Mixed Use Districts, this open space requirement may be satisfied through payment of a fee of \$76 for each square foot of usable square footage not provided pursuant to this Code section.

The Project is required to provide at least 104 square feet of commercial open space, and it will meet the requirement by establishing the publicly accessible open space at the South Building. After accounting for required residential open space, the park provides an additional 9,470 square feet, which exceeds the required 104 feet of commercial open space.

- E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires improvement of the public right-of-way associated with development projects. The owner or developer of a new building in this District must install street trees. Each street tree must be a minimum of 24-inch box for every 20 feet of frontage of the property along each street or public alley with any remaining fraction of 10 feet or more of frontage requiring an additional tree.

The Project is required to install 19 street trees along 7th Street, 22 along 16th Street and 32 along Hubbell Street, for a total of 73 trees. The project complies with this requirement by providing the required number of street trees.

- F. **Street Frontages.** Planning Code Section 145.1 requires the following for street frontages in Eastern Neighborhood Mixed Use Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) “active” use shall be provided within the first 25 feet of building depth at the ground floor; (4) ground floor non-residential uses in UMU zoning district shall have a floor-to-floor height of 17-feet; (5) frontages with active uses shall be fenestrated with transparent windows; and, (6) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular views.

The project meets the requirements of Section 145.1, except for one area along 7th Street, as follows: (1) providing a 39-foot and a 40-foot wide garage openings, which total less than 1/3 the width of the approximately 640-foot wide building; (2) incorporating an approximately 26,000 square foot of active uses, including ground floor retail, PDR, and flex units within the first 25 feet of the building depth at ground floor; (3) providing a floor-to-floor ground floor height of 18 feet for the commercial frontage; and, (4) providing transparent windows at the ground floor active use. The required 25-foot off-street parking setback at the ground floor is met for the vast majority of the project. However, an approximately 110-foot section at the 7th Street frontage on the North Building is only five feet deep in order to permit acceptable vehicular maneuverability within the ground floor parking area. An exception for this area is detailed in 8C below.

- G. **Parking.** Planning Section 151.1 allows for provision of up to three parking space for each four dwelling units. Additionally, up to one parking space is permitted for each dwelling unit that is two or more bedrooms and at least 1,000 square feet of occupied floor area, subject to the requirements of Sections 151.1. No additional parking is permitted above these amounts.

Based on the proposed dwelling unit mix, the maximum parking rate permitted is .75 spaces per dwelling unit, or 352 spaces. The project proposes a parking rate of approximately .65 spaces per dwelling unit, or 306 spaces.

- H. **Bicycle parking.** Planning Code Section 155.4 requires commercial and industrial projects where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 feet, 3 bicycle spaces are required. Planning Code Section 155.5 requires projects over 50 dwelling units to provide 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.

The project proposes an approximately 22,000 square feet of retail and industrial spaces, less than the square footage trigger of 25,000 square feet. The proposed total number of 470 dwelling units requires a total of 130 bicycle parking spaces. The project complies with this requirement by providing up to 378 bicycle parking spaces.

- I. **Car Share.** Planning Code Section 166 requires two spaces plus 1 for every 200 dwelling units over 200.

The project exceeds the minimum three-car car share requirement by providing four car share spaces.

- J. **Shadow.** Planning Code Section 147 requires reduction of substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Planning Code Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission.

The Shadow Analysis conducted for the Project indicates that the Project will not cast shadow upon Public, Publicly Accessible or Publicly Financed or Subsidized Open Space.

- K. **Dwelling unit mix.** Planning Code Section 207.6 requires at least 40 percent of the total number of proposed dwelling units to contain two or more bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units.

The Project will provide 40 percent of the dwelling units as 2-bedroom units or larger (188 units).

- L. **Height Limit.** Planning Code Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The Project Site is within a 68-foot Height District.

The Project complies. The height of roof is no higher than 68 feet.

- M. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of five or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Project is meeting the Inclusionary Affordable Housing Program requirement through the On-site Affordable

Housing Alternative by providing 20% of the proposed dwelling units as affordable, as this project is located within the Urban Mixed Use District within Eastern Neighborhoods.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has indicated an intent in writing to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on July 14, 2011. The EE application was submitted on October 11, 2006. 94 units (40 two-bedroom, and 37 three-bedroom) of the 470 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable. The Project must execute the agreement documenting the exception to Costa Hawkins within 60 days of Planning Commission approval or must revert to payment of the Affordable Housing Fee.

N. **Eastern Neighborhoods Public Benefit Fund.** The project shall comply with the provisions of Planning Code Section 423, including payment of the Eastern Neighborhoods Impact Fee, or execution of an In-Kind Agreement with the Planning Department prior to issuance of the first site or building permit.

6. **General Compliance with the Large Project Authorization in Eastern Neighborhoods Mixed Use District Objectives.** Planning Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

A. Overall building massing and scale;

The Project conforms to the applicable height and bulk requirements. The community in the vicinity of the Project is constantly evolving with development in the Potrero Hill region and the recent Eastern Neighborhoods Area Plans, and contains a range of building masses. The project, with residential, retail, and PDR uses, will be consistent with the existing and evolving character of the area. The Project massing will improve the character of the neighborhood and general pedestrian accessibility by providing a midblock mews that allows pedestrian access from Hubbell Street to the Daggett Right of

Way, breaking up the existing 640-foot continuous block layout that is not conducive to pedestrian walkability.

B. Architectural treatments, facade design and building materials;

The architecture of this Project responds to the site's location between the industrial nature of Showplace Square, and the contemporary architecture of the residential and lofts toward the bottom of Potrero Hill. The Project's facades all present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area. The exterior of the North Building is designed with modern materials including painted cement plaster, hardi trim, aluminum storefronts and windows, metal screens, railings and downspout, concrete, and aluminum sun shades. The aluminum punched window openings with cement plaster recesses on the aluminum framed building for the South Building provide a stimulating and visually interesting buffer between the I-280 Freeway and the Daggett Right of Way. The different façade expression of the two buildings is a dynamic expression of the synergy of the evolving distinct with various architectural styles. Variations in fenestration and treatment of the building facades allow the architecture to read as distinct pieces of a whole.

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access;

The ground floor character of the building is active with retail oriented and viable spaces along 16th Street, which interact and give way to the equally active industrial spaces with transparent storefront along Hubbell Street and the residential character along the Daggett Right of Way. There are exposed residential entries on every façade as indicated by the architecture of the building via recessed entries and landscaped metal screens. The Project's retail spaces are located near the corner of Hubbell and 16th Streets, 16th Street and the Daggett Right of Way, and 16th and 7th Streets. "Flexible-Occupancy" units are also proposed along 16th Street and the Daggett Right of Way. PDR, or SEW spaces are proposed at the Hubbell Street façade, in the portion of the property within the PDR-1-G Zoning District. The mid-block mews connects the Hubbell Street frontage with the Daggett Right of Way, which is tentatively proposed as a public park. A 6,600 square-foot public park is proposed at the corner of Hubbell and 16th Streets, providing public seating, shade, trees, and green space, and serves as a pedestrian connection between Hubbell and 16th Streets. The retail corners and facades are carved out at the ground floor, inviting pedestrians, and providing an opportunity for outdoor seating. Retail spaces have 17-foot clear ceiling heights at the ground floor. Curb cuts are minimized to three parking access points for entire project. Street trees along all street frontages are proposed per the Planning Code, in most cases below the prescribed 20' spacing, with the exception of building entries, corners and at the vehicular access point.

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site;

The Project provides adequate open space, all on-site. The open spaces are provided in the form of private courts, roof deck, and publicly accessible parks and open space. The total open spaces provided exceed the total square footage required.

- E. The provision of mid-block alleys and pathways on frontages as required by the criteria set forth in Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2, as follows;

1. Generally be located as close to the middle portion of the subject block face as possible, perpendicular to the subject frontage and connect to existing adjacent streets and alleys;

The proposed mid-block pathway is perpendicular to Hubbell Street and connects Hubbell Street with the Daggett Right of Way, which is tentatively proposed to be a public park. The proposed mews also provides visual connection to 16th Street. The location of the mews is as close to the middle portion of the subject block as possible.

2. Provide pedestrian access;

The proposed mid-block pathway will provide direct pedestrian access from Hubbell and the Daggett Right of Way / 16th Street, and will provide direct access to ground floor Flexible-Occupancy units. The flex units are units that can be residential or principally permitted non-residential uses such as retail, arts activities, trade shops, or catering services.

3. Provide no, limited or full vehicular access, as specific conditions warrant;

The proposed mid-block pathway will provide no vehicular access.

4. Have a minimum width of 20 feet from building face to building face, exclusive of those obstructions allowed pursuant to Section 136, and a minimum clearance height from grade of 15 feet at all points;

The proposed mid-block pathway has a width of 20 feet at the ground level along Hubbell Street. The pathway will increase up to a width of 30 feet for levels four to six. The pathway is completely open, with no obstructions pursuant to Section 136 or otherwise. The proposed private balconies do not extend into the pathway and are further setback from the pathway.

5. Have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way, and dual sidewalks each of not less than 6 feet in width with not less than 4 feet minimum clear walking width in the case of an alley with vehicular access;

The proposed mid-block pathway will act as a park and include a cleared walking width in excess of 10 feet.

6. In the Eastern Neighborhoods Mixed Use Districts, be at least 60% open to the sky, including those encroachments permitted in front setbacks by Section 136 of this Code;

The proposed mid-block pathway will be approximately 70 percent open to the sky.

7. Provide such ingress and egress as will make the area easily accessible to the general public;

The proposed mid-block pathway will have a frontage of 30 feet along both Hubbell Street and Daggett Street Right of Way.
 8. Be protected from uncomfortable wind, as called for elsewhere in this Code;

The proposed mid-block pathway will not be significantly impacted by uncomfortable wind.
 9. Be ungated and publicly accessible 24 hours per day, as defined elsewhere in this Section;

The proposed mid-block pathway will not be gated and will be publicly accessible 24 hours per day.
 10. Be provided with appropriate paving, furniture, and other amenities that encourage pedestrian use, and be landscaped to greatest extent feasible;

A line of trees will buffer the pathway. The pathway leads to a planned public park at the Daggett Right of Way.
 11. Be provided with ample pedestrian lighting to ensure pedestrian comfort and safety;

The proposed mid-block pathway will have ample lighting to ensure pedestrians' and flex units' occupants' comfort and safety.
 12. Be free of any changes in grade or steps not required by the underlying natural topography and average grade;

The proposed mid-block pathway includes no grade changes or steps.
 13. Be fronted by active ground floor uses, as defined in Section 145.1, to the extent feasible;

The proposed mid-block pathway will be fronted by ground floor Flexible-Occupancy units.
 14. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1.

The proposed mid-block pathway is 20 feet wide. The top two stories have a 30-foot wide pathway, excluding private balconies. The Project effectively provides a nearly 10-foot setback.
- F. Streetscape and other public improvements, including tree planting, street furniture, and lighting;

The Project proposes the installation of street trees along all frontages, public parks and open spaces, sidewalk improvements, and a publicly accessible park connecting Hubbell Street and Daggett Right of Way, a planned public park.

G. Circulation, including streets, alleys and mid-block pedestrian pathways;

The Project provides two ingress/egress accesses on Hubbell Street and is not anticipated to create traffic problems. No ingress/egress is proposed on any other street frontages to prevent possible conflicts and congestion. Additionally, the proposed mid-block pedestrian pathway will improve circulation on a 640-foot block.

H. Bulk limits;

The Project site is located in an X Bulk District, which provides no bulk restrictions.

I. Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.

The Project generally meets the Objectives and Policies of the General Plan.

7. **Exceptions.** Proposed Planning Code Section 329 allows exceptions for Large Projects in the Eastern Neighborhoods Mixed Use Districts.

A. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth beginning at the lowest story containing a dwelling unit. The subject property is a triangular lot with three frontages and a mid-lot public right of way. Planning Code Section 329(d) allows an exception for the rear yard requirement pursuant to requirements of Planning Code Section 134(f).

1. Residential uses are included in the new or expanding development and a comparable amount of readily accessible usable open space is provided elsewhere on the lot:

The Project is occupied by residential uses, and ground floor retail, PDR/SEW spaces, flex units, and a comparable amount of readily accessible open space is proposed. Per the Planning Code, the required rear yard should equal 25 percent of the lot area, which is approximately 34,338 square feet for this property. The proposed mid-block pathway, roof deck, inner courtyards, public open spaces and parks combine to provide approximately 42,000 square feet. Additional private decks and open spaces that do not meet the dimensional requirements combine to provide an additional 8,900 square feet of usable open space.

2. The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties:

The Project will occupy an independent triangular lot bounded by Hubbell Street, 7th Street, and 16th Street, with a planned park in the Daggett Right of Way in the center. The upper floors of the building steps 32 feet back from the property line at Hubbell Street to maintain a buffer between the PDR district the UMU district. The 68-foot tall building is separated from the warehouses and lofts ranging 25 to 50 feet across the 80-foot wide 16th Street. The Project will result in no significant impediment on light and air to adjacent properties.

3. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties:
The project is located on its own block with no adjacent buildings. Buildings across Hubbell Street are approximately 70 feet away and approximately 80 away on 16th Street. However, the Project includes an approximately 5-foot setback from the street frontages.

- B. Planning Code Section 140 requires dwelling units to have at least one window facing a street or alley, a Code-complying rear yard. Seven of the 470 proposed dwelling units would not meet the requirement.
Although the dwelling units enjoy ample light and air with the proposed open spaces, setbacks, and parks, dimensional requirements prohibit seven of the units to comply with the exposure requirement.

- C. Planning Code Section 145.1 requires that all ground floor parking be set back at least 25 feet from each street frontage. The proposal includes an approximately 110-foot portion of parking along 7th Street that is only set back five feet from the street.
This deviation is needed to ensure adequate vehicular maneuverability in the ground floor parking area. This exception will not be visible from the street, and the overall intent of the Section 145.1 will still be met.

- D. Planning Code Section 152.1 requires two off-street freight loading spaces for a residential use in UMU Districts when the gross floor area is between 200,001 and 500,000 square feet. The project proposes three loading spaces at curbside, with one on Hubbell Street and two on 7th Street, but none within the garage.
Providing interior loading areas would significantly alter the building configuration and coverage, resulting in larger or more curb cuts and reduce active ground floor uses. The on-street loading zones are in close proximity to building entrances and will likely be more utilized and provide easier access.

- E. Planning Code Section 270.1 requires any project with a frontage of more than 200 feet to incorporate one or more mass reduction breaks in the building that reduce the horizontal scale of the building into discrete sections not more than 200 feet in length. The minimum dimensions required for such a break are 30 feet of width and 60 feet of depth above 25 feet. The North Building frontages at 7th and 16th Streets do not meet the required separation. A mid-block pathway at Hubbell Street is proposed to connect with the Daggett Right of Way.

In granting an exception for horizontal mass reductions, the Planning Commission shall consider the following criteria per Planning Code Section 270.1(d).

1. No more than 50 percent of the required mass is reduced unless special circumstances are evident;

Although not proposed at the required location, the proposed mass reduction break at Hubbell Street represents 115 percent of required amount. The 16th Street façade has articulated notches that divide the building mass. The notches, although occurs often throughout the façade, do not

meet the dimensional requirements. The special circumstance for the Project is that the vast majority of developments large enough to trigger this requirement will include double-loading corridors to access its dwelling units, as it is the most efficient means of doing so. A mass reduction break that is 60 feet deep makes this extremely difficult, and would effectively reduce the Project into multiple smaller buildings. This in turn would result in approximately 30 fewer units, thus significantly impacting the creation and affordability of new units in the City. Additionally, providing building articulations and notches on a large frontage is an effective alternative in separating the building mass than one large break.

2. The depth of any mass reduction breaks provided is not less than 15 feet from the front facade, unless special circumstances are evident;

There are no proposed building breaks at 15 feet deep. Such reduction would still effectively result in approximately 30 fewer units, thus significantly impacting the creation and affordability of new units in the City. Additionally, the planned public park at the 211-foot wide Daggett Right of Way essentially breaks up the block and creates a larger than required reduction.

3. The proposed building envelope can be demonstrated to achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building; and

As discussed above, providing building articulations and notches on a large frontage is an effective alternative to separate the building mass than one large break. The building design incorporates many setbacks and recesses that achieve the effect of horizontal dimension reduction.

4. The proposed building achieves unique and superior architectural design.

The building achieves unique and superior architectural design by including a 6,600 square foot publicly accessible park and a 20-foot wide, 208-foot deep pathway that separates the North Building into two masses. Additionally, the building proposes modular articulations and notches, as opposed to the code-required single break. Further, the building contains varied building materials, colors, and recesses at the façade to create a unique and vibrant architectural rhythm. The dynamic nature of the design of the Project is emphasized through the horizontal breakdown of the Hubbell Street façade, the depth and hierarchy of the design elements, the overlying organization of the frames, the recessed punched windows, and the corner elements with projecting balconies and setbacks.

8. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING

Objectives and Policies – 2004 Housing Element

Housing Supply

OBJECTIVE 1:

PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.1:

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

Policy 1.3:

Identify opportunities for housing and mixed use districts near downtown and former industrial portions of the City.

Policy 1.4:

Locate in-fill housing on appropriate sites in established residential neighborhoods.

The Project is a high density mixed-use development in an underutilized, transitioning industrial area. The Project site is a large opportunity site that is currently only used as a surface parking lot, which significantly degrades the built and pedestrian environment that surrounds it. The area around the Project site was recently rezoned to UMU as part of a long range planning goal to create a cohesive, high density residential and mixed-use neighborhood.

Housing Choice

OBJECTIVE 8:

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.9:

Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

The Project proposes 470 dwelling units with the opportunity for ownership.

Housing Density, Design and Quality of Life

Policy 11.2:

Ensure housing is provided with adequate public improvements, services and amenities.

Policy 11.3:

Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

The Proposed Project will site 470 dwelling units on an in-fill site within an established mixed-use neighborhood, thereby meeting the goals of providing housing near employment, transportation, and commercial/retail locations. No affordable housing would be displaced by the project.

Regional and State Housing Needs

OBJECTIVE 12:

STRENGTHEN CITYWIDE AFFORDABLE HOUSING PROGRAMS THROUGH COORDINATED REGIONAL AND STATE EFFORTS.

Policy 12.2:

Support the production of well-planned housing region-wide that addresses regional housing needs and improve the overall quality of life in the Bay Area.

The Project will site 470 dwelling units on an in-fill site within an established mixed-use neighborhood, thereby meeting the goals of providing housing near employment, transportation, and commercial/retail locations.

Objectives and Policies – 2009 Housing Element

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the city and county of San Francisco, especially affordable housing.

Policy 1.8

Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

The Project is a high density mixed-use development in an underutilized, transitioning industrial area. The Project site is a large opportunity site that is currently only used as a surface parking lot, which significantly degrades the built and pedestrian environment that surrounds it. The area around the Project site was recently rezoned to UMU as part of a long range planning goal to create a cohesive, high density residential and mixed-use neighborhood. The project includes 94 affordable housing units.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.5

Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

The architecture of this Project responds to the site's location between the industrial nature of Showplace Square, and the contemporary architecture of the residential and lofts toward the bottom of Potrero Hill. The Project's facades all present fenestration patterns and scale similar to the expressed frame of residential and industrial uses common in the area. The exterior of the North Building is designed with modern materials including painted cement plaster, hardi trim, aluminum storefronts and windows, metal screens, railings and downspout, concrete, and aluminum sun shades. The aluminum punched window openings with cement plaster recesses on the aluminum framed building for the South Building provide a stimulating and visually interesting buffer between the I-280 Freeway and the Daggett Right of Way. The different façade expression of the two buildings is a dynamic expression of the synergy of the evolving distinct with various architectural styles. Variations in fenestration and treatment of the building facades allow the architecture to read as distinct pieces of a whole.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing units.

The Project provides adequate open space, all on-site. The open spaces are provided in the form of private courts, roof deck, and publicly accessible parks and open space. The existing Daggett Street Right of Way has been planned for a public park. The park is tentatively designed to include a lawn, play area, built-in seating, dog run, and ample landscaping.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

Assure the provision of adequate public open space to serve new residential development.

The Project will create private and public outdoor open space areas in new residential mixed-use development through private balconies, roof deck, ground floor open spaces and parks. It will not cast shadows over any open spaces under the jurisdiction of the Recreation and Park Department. Additionally, a new pedestrian pathway will be created to connect Hubbell Street with the Daggett Right of Way, a planned public park, and 16th Street.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will install street trees at approximately 20 foot intervals all along the three frontages on Hubbell, 7th and 16th Streets. Frontages are designed with active spaces oriented at the pedestrian level. The proposed mid-block mews also provides connection through the site.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 28.3:

Provide parking facilities which are safe, secure, and convenient.

The Project includes 378 bicycle parking spaces in secure, convenient locations on the ground floor.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.5:

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project has a parking to dwelling unit ratio of .65 spaces per unit. The 306 parking spaces are accessed by two ingress/egress points on Hubbell Street.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.7:

Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 2:

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

Policy 2.6:

Respect the character of older development nearby in the design of new buildings.

The Project lies within the Showplace/Potrero neighborhood that is transitioning from industrial uses to a mid- to high-density residential mixed-use neighborhood. As such, the proposed building provides more intricate street façades that respond to the existing industrial built environment, while respecting the lofts influences of the buildings to the south.

OBJECTIVE 4:

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

While the triangular lot has a unique four-street frontage, it only provides two vehicular access points for the entire project, limiting conflicts with pedestrians and bicyclists. Numerous street trees will be planted on each façade, ample public and private open spaces, ground floor active uses, and ground floor flexible occupancy units directly accessing the street. The pedestrian experience along the Project site will be improved.

SHOWPLACE SQUARE/POTRERO AREA PLAN

Objectives and Policies

OBJECTIVE 1.1:

ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES.

Policy 1.1.2:

In the northern part of Showplace Square (around 8th and Brannan, east of the freeway and along 16th and 17th Streets) revise land use controls to create new mixed use areas, allowing mixed-income housing as a principal use, as well as limited amounts of retail, office, and research and development uses, while protecting against the wholesale displacement of PDR uses.

Policy 1.1.3:

Allow for active ground floor uses and a more neighborhood commercial character in newly designated mixed use areas within Showplace Square.

Policy 1.1.4:

Permit and encourage greater retail use on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

The project is a mixed-use mixed-income development along 16th Street with active ground floor uses and a neighborhood commercial character that will not displace any existing PDR uses.

OBJECTIVE 1.2

IN AREAS OF SHOWPLACE/POTRERO WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER

The project maximizes its development potential while remaining in keeping with the neighborhood character.

OBJECTIVE 1.7

RETAIN THE ROLE OF SHOWPLACE SQUARE AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES, FOCUSING IN PARTICULAR ON DESIGN RELATED ACTIVITIES.

Policy 1.7.3

Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various businesses.

The Project includes nonresidential spaces on the ground floor with large ground floor ceiling heights and adequate area for a range of uses, including PDR.

OBJECTIVE 2.1

ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE SHOWPLACE / POTRERO IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES

Policy 2.1.1

Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.

The project includes 20% on-site lower income affordable units, and the remainder of the units are contemplated to be held as rental housing, which is generally more affordable to moderate and middle income households than ownership housing.

OBJECTIVE 2.3

REQUIRE THAT A SIGNIFICANT NUMBER OF UNITS IN NEW DEVELOPMENTS HAVE TWO OR MORE BEDROOMS EXCEPT SENIOR HOUSING AND SRO DEVELOPMENTS UNLESS ALL BELOW MARKET RATE UNITS ARE TWO OR MORE BEDROOM UNITS

Policy 2.3.3

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments.

The project contains 40% two-bedroom units.

OBJECTIVE 2.4

LOWER THE COST OF THE PRODUCTION OF HOUSING

Policy 2.4.1

Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.

Policy 2.4.2

Revise residential parking requirements so that structured or off-street parking is permitted up to specified maximum amounts in certain districts, but is not required.

The project has unbundled parking at a ratio of approximately 0.65 space per unit.

OBJECTIVE 3.2

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

Policy 3.2.1

Require high quality design of street-facing building exteriors.

Policy 3.2.2

Make ground floor retail and PDR uses as tall, roomy and permeable as possible.

Policy 3.2.3

Minimize the visual impact of parking.

Policy 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

Policy 3.2.5

Building form should celebrate corner locations.

Policy 3.2.7

Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

The Project's facades are of high quality materials. The ground floor will be tall enough to create attractive storefronts for pedestrians and viable space for a variety of uses, including PDR. The parking, although at

grade, are only accessible by two garage doors and are only visible through approximately 110-foot wide of a 240-foot wide frontage designed with metal screen and enclosed vegetated swale and board-formed concrete. The buildings also include appropriate modulation of the facades to break them into distinct sections.

OBJECTIVE 5.1

PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS

Policy 5.1.1

Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Showplace / Potrero.

Policy 5.1.2

Require new residential development and commercial development to provide, or contribute to the creation of publicly accessible open space.

The project proposes a corner park at the intersection of 16th and Hubbell Streets, and is proposing to conversion of the Daggett Street Right-of-Way to a public park to serve the Showplace Square/Potrero neighborhood.

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE

Policy 5.2.1

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

Policy 5.2.2

Establish requirements for commercial development to provide on-site open space.

Policy 5.2.3

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4

Encourage publicly accessible open space as part of new residential and commercial development.

The project includes high quality private and common open space in balconies, decks, courtyards, and a roofdeck, as well as publicly accessible open space.

9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

There are no existing neighborhood-serving retail uses on the site. The Project will provide approximately 15,000 square feet of ground floor space adequate for various retail uses, including neighborhood serving retail, which will create opportunities for local resident employment and ownership opportunities.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

No housing exists on the project site. The project will provide up to 470 new dwelling units, significantly increasing the neighborhood housing stock. The design of the Project is compatible with the surrounding neighborhood. For these reasons, the proposed project would protect and preserve the cultural, economic and historic significance of the neighborhood.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program, therefore increasing the stock of affordable housing units in the City.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The project site is well-served by public transportation. The majority of future residents are expected to use alternative methods of transportation other than private automobiles, and the small number of vehicle trips generated by this project would not impede MUNI transit service or overburden streets.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project does not include any commercial office development. The Project will increase the potential for future development of PDR uses on the site with the proposed PDR spaces. The proposal with dwelling units and retail spaces will increase the diversity of the City's housing supply, a top priority in the City, and will provide potential neighborhood-serving uses.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

A landmark or historic building does not occupy the Project site.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project will not affect the City's parks or open space or their access to sunlight and vistas. A shadow study was completed and concluded that the Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.

10. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor executed a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

11. Mitigation. Pursuant to CEQA, the Commission has considered the mitigation measures as described in the FEIR and will include these measures and the mitigation monitoring program as conditions of Project approval.
12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2003.0527X** under Planning Code Section 329 to allow the proposed construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units, approximately 15,000 square feet of ground floor retail, approximately 11,100 square feet of Production, Distribution, and Repair (PDR) spaces, and parking for up to 306 spaces and exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses within the UMU (Urban Mixed Use) District with a 68-X Height and Bulk Designation. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 18, 2011, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Resolution/Motion by this reference thereto. All required mitigation measures identified in the IS/MND and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1650 Mission Street, Room 304, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 28, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 28, 2011

EXHIBIT A

AUTHORIZATION

This authorization is to allow a Large Project Authorization and exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses for the proposed construction of two new six-story, 68-foot buildings consisting of up to 470 dwelling units, approximately 15,000 square feet of ground floor retail, approximately 8,000 square feet of Production, Distribution, and Repair (PDR) and Small Enterprise Workspace (SEW) spaces, and parking for approximately 306 spaces.; in general conformance with plans, dated June 18, 2011, and stamped "EXHIBIT B" included in the docket for Case No. 2003.0527X and subject to conditions of approval reviewed and approved by the Commission on July 28, 2011, under Motion No XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 28, 2011, under Motion No XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Large Project Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Large Project Authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.*
2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s). *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.*

DESIGN

3. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6613, www.sf-planning.org.*
4. **Flexible-Occupancy Units.** The ground floor dwelling units in the North Building are designated as Flexible-Occupancy Units and are subject to the following conditions:
 - a. The units are considered dwelling units and are subject to the affordability controls of Planning Code Section 415. The total gross floor area of each unit is subject to the residential rate of Eastern Neighborhood Impact Fee per Planning Code Section 427.3.
 - b. The ground floor of these units may be occupied by the following non-residential uses:
 - i. All retail sales and services permitted as of right in the UMU Zoning District (Sec. 843.45);
 - ii. All arts activities permitted as of right in the UMU Zoning District (Sec. 843.55);
 - iii. Trade shops (Sec. 843.80); and

- iv. Catering services (Sec. 843.81).
 - v. Other uses not specified herein that are permitted as of right in the UMU Zoning District and deemed appropriate by the Zoning Administrator.
 - c. Changes of non-residential uses are subject to the notification requirements of Planning Code Section 312.
 - d. Permitted non-residential uses may occupy the ground floor only. Any conversion of residential space on the 2nd floor shall be tantamount to the removal of a dwelling unit and be subject to the controls of Planning Code Section 317.
 - e. Non-residential uses permitted on the ground floor are subject to all applicable requirements of the Building and Fire Codes.
5. **The Mid-block Pedestrian Pathway.** Planning Code Section 270.2, the project shall meet all design criteria of Subsection (e). It shall also meet the following criteria:
- a. **Maintenance.** The mid-block pedestrian pathway shall be maintained at no public expense. The owner of the property on which the alley is located shall maintain it by keeping the area clean and free of litter and by keeping it in an acceptable state of repair. Conditions intended to assure continued maintenance of the right-of-way for the actual lifetime of the building giving rise to the open space requirement may be imposed in accordance with the provisions of Section 329 for Eastern Neighborhoods Mixed Use Districts.
 - b. **Informational Plaque.** Prior to issuance of a permit of occupancy, a plaque shall be placed in a publicly conspicuous location for pedestrian viewing. The plaque shall state the right of the public to pass through the alley and stating the name and address of the owner or owner's agent responsible for maintenance. The plaque shall be of no less than 24 inches by 36 inches in size.
 - c. Property owners providing a pathway or alley under this section will hold harmless the City and County of San Francisco, its officers, agents and employees, from any damage or injury caused by the design, construction or maintenance of the right-of-way, and are solely liable for any damage or loss occasioned by any act or neglect in respect to the design, construction or maintenance of the right-of-way.
6. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6613, www.sf-planning.org*
7. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant impacts to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning

Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

- A. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- B. On-site, in a driveway, underground;
- C. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- D. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding impacts on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- E. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- F. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- G. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>*

AFFORDABLE HOUSING

8. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 20% of the proposed dwelling units as affordable to qualifying households. The Project contains 470 units; therefore, 94 affordable units are required. The Project Sponsor will fulfill this requirement by providing the X affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>

9. **Unit Mix.** The Project contains 30 flexible-occupancy, 50 studios, 202 one-bedroom, 188 two-bedroom, and 0 three-bedroom units; therefore, the required affordable unit mix is 6 flexible-occupancy, 10 studios, 40 one-bedroom, 38 two-bedroom, and 0 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>

10. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>.

11. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twenty percent (20%) of the each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>.

12. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>.

13. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of one hundred (100) percent of the median income for the City and County of San Francisco as defined in the Inclusionary Affordable Housing Program, an amount that translates to ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size" derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415 to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City provided herein. The Project must execute the Costa Hawkins agreement within 60 days of Planning Commission approval or must revert to payment of the Affordable Housing Fee.
- g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

- h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

PARKING AND TRAFFIC

14. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

15. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation impacts during construction of the Project.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

EASTERN NEIGHBORHOODS INFRASTRUCTURE IMPACT FEE

16. **Impact Fees**

The project shall comply with the provisions of Planning Code Section 423, including payment of the Eastern Neighborhoods Impact Fee, or execution of an In-Kind Agreement with the Planning Department prior to issuance of the first site or building permit. While recognizing that the Commission will review any use of the Eastern Neighborhoods Impact Fee in the future, the Commission urges the Project Sponsor to pursue the execution of an In-Kind Agreement pursuant to Planning Code Section 423.3(d) to authorize the project sponsor to provide in-kind improvements in the form of development of a public park in the Daggett Street Right of Way.

PROVISIONS

17. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project. *For information about compliance, contact the First Source Hiring Manager at 415-401-4960, www.onestopSF.org*

MONITORING

18. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
19. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

OPERATION

20. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*
21. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

22. Mitigation Measures

Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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Parcel Map

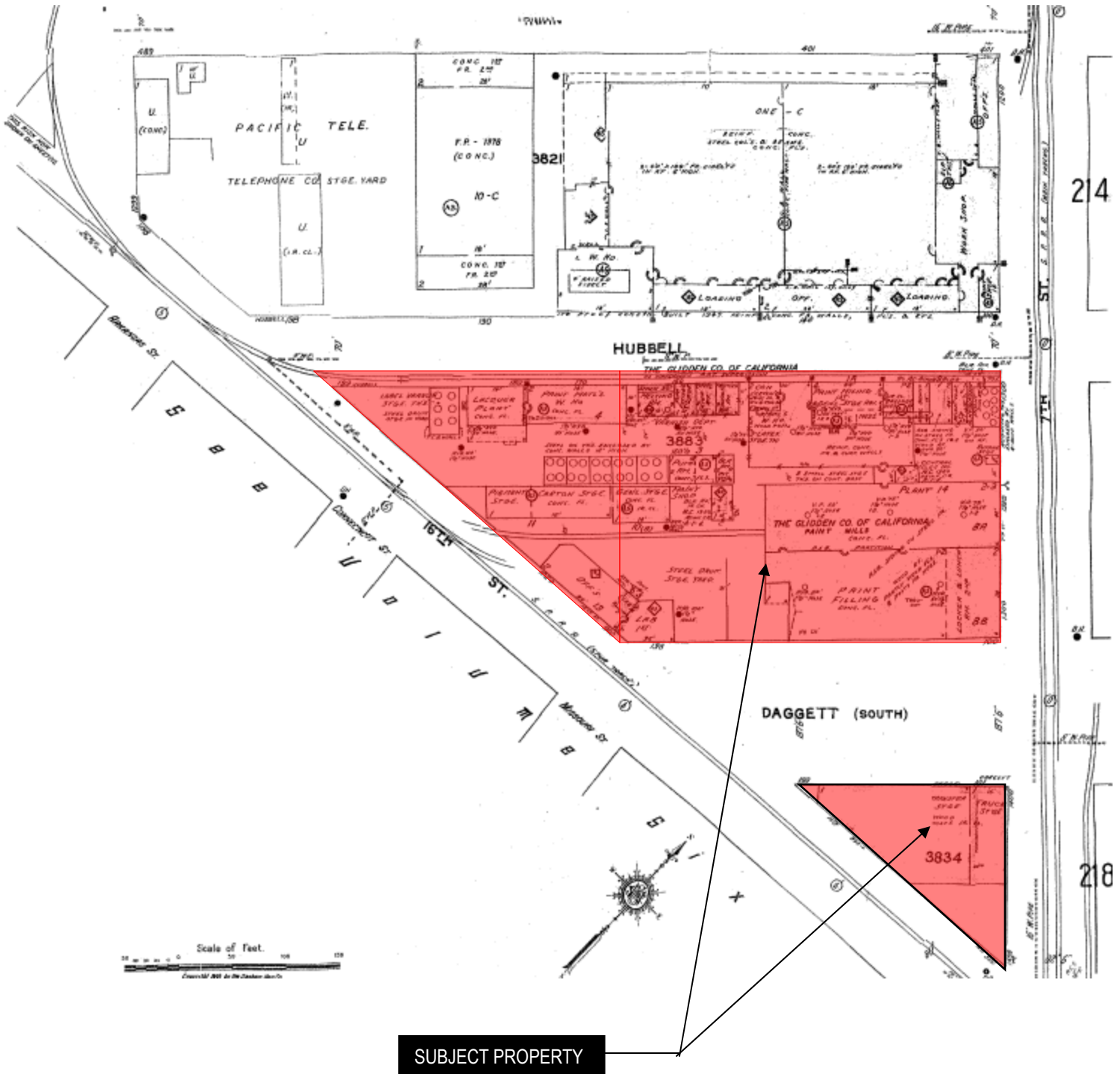


SUBJECT PROPERTY



Planning Commission Hearing
Case Number 2003.0527X
1000 16th Street

Sanborn Map*

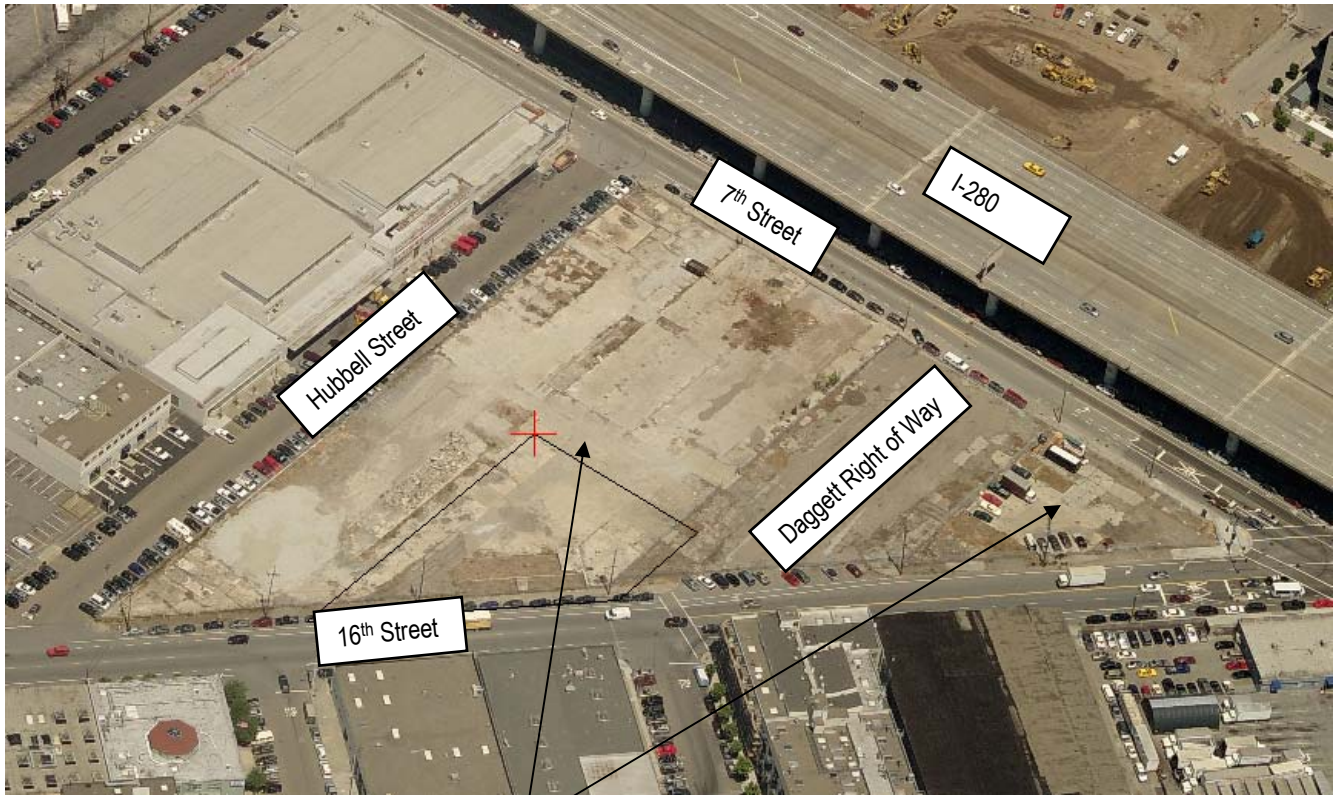


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

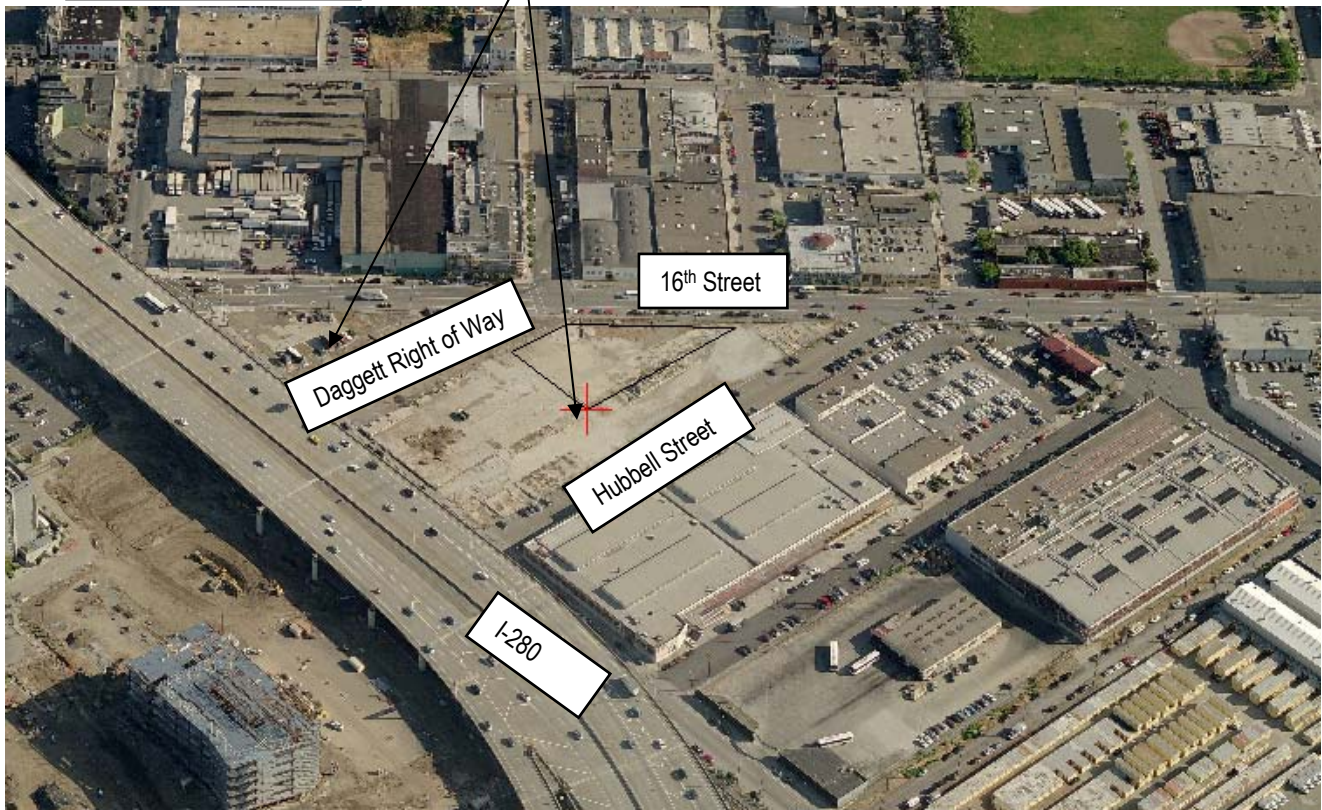


Planning Commission Hearing
Case Number 2003.0527X
1000 16th Street

Aerial Photo



SUBJECT PROPERTY



Planning Commission Hearing
Case Number 2003.0527X
1000 16th Street

EXHIBIT C

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

The San Francisco Planning Commission (hereinafter "Commission") hereby ADOPTS THESE CEQA FINDINGS for the Final Environmental Impact Report ("EIR") identified as case file No. 2003.0527E, for the proposed development at 1000 16th Street (hereinafter "Project"). In determining to approve the proposed Project, the Commission makes and adopts the following findings of fact and adopts the following evaluation and recommendations regarding mitigation measures and alternatives with respect to the Project, in light of substantial evidence in the whole record of Project proceedings, including but not limited to, the EIR and pursuant to the requirements of CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code.

I. INTRODUCTION AND PROJECT DESCRIPTION

This document is organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, and the location of records.

Section II provides a description of the Planning Commission actions to be taken.

Section III evaluates the Draft EIR originally proposed project, Alternatives A, C and D and the economic, legal, social, technological, and other considerations that support the rejection of the Draft EIR preferred project, Alternatives A, C and D.

Section IV identifies potentially significant impacts that are avoided or reduced to less-than-significant levels and makes findings regarding Mitigation Measures.

Section V identifies significant, unavoidable land use and transportation impacts of the Project that cannot be avoided or reduced to less-than-significant levels through Mitigation Measures.

Section VI makes findings in support of a Statement of Overriding Considerations such that the economic, legal, social, technological, or other benefits of the Project outweigh the unavoidable adverse environmental effects, rendering the adverse environmental effects acceptable.

A. Project Description

The project site is located in southeast San Francisco, at the northern base of Potrero Hill, two blocks north of the Potrero Hill residential neighborhood. The site is just west of the mixed-use University of California, San Francisco (UCSF) Mission Bay campus on the opposite side of Interstate 280, and a few blocks southeast of the interior design neighborhood known as Showplace Square. The site consists of Lots 1, 2, and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834, and the Daggett Street right of way (ROW), and is bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south. The 3.15 acre project site consists of two currently vacant sites together with the one-half block long

Daggett Street ROW which extends between the two sites, as a local public street. The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands. The currently-vacant project site was the former location of a paint manufacturing facility whose operations ceased in 1996. Only the concrete pads from that facility remain following the demolition of all above-ground structures in 1999. The site is zoned UMU and PDR-1-G and is within a 68-X height and bulk district.

The proposed Project entails construction of two, six-story, 68-foot tall buildings of mixed-use development totaling approximately 573,000 gross square feet (sq. ft.) that substantially conforms to Variant 2 of the Preferred Project described in the EIR and Alternative B in the draft EIR. The Northern Building (Buildings A and B described in the EIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) would be located on the northwestern block of the site, would be constructed on a podium over below-grade parking, and would contain a mix of residential, retail and Production, Distribution, and Repair (PDR) space. The Southern Building (Building C described in the EIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) containing residential and retail space, would be located at the southeastern corner of the site.

The proposed Project would include about 470 residential units (374,000 sq. ft.); about 14,625 sq. ft. of ground-floor retail and restaurant uses; and approximately 11,073 sq. ft. of industrial/PDR space (see Figure C&R 1 – Preferred Project Site Plan). The proposed Project would also include beneath the Northern Building, a parking garage at grade with access on 7th Street (for about 306 parking spaces and four off-street car-share spaces and at least 154 bicycle parking spaces). With MTA approval, the Project would also provide three on-street loading spaces located along Hubbell Street and 7th Streets. An additional 48 on-street parking spaces would be provided on surrounding streets and within the Daggett ROW. Twenty percent of the total dwelling units, or about 94 units, would be designated as Below Market Rate (BMR) units pursuant to the City's Residential Inclusionary Affordable Housing Program and the requirements for Tier B projects in the UMU zoning district.

Pedestrian entrances and lobbies for the residential units in the Northern Building would be located along 16th, Daggett and 7th Streets. The pedestrian entrance and lobby for the Southern Building would also be located along the Daggett ROW.

The proposed Project includes a total of about 32,500 sq. ft. of private and common usable open space via deck, balconies, ground level open space (including a corner park at the intersection of 16th and Hubbell Streets), podium courtyards and a pedestrian mews. Contingent upon future City approvals, an 0.88 acre public park would be developed by the applicant in the Daggett ROW, a portion of which would be retained as a one-way public street.

Of the 470 units proposed, the approximate break-down of unit types would be as follows:

<u>Flex</u>	<u>Studios</u>	<u>One-Bedroom</u>	<u>Two-Bedroom</u>	<u>Total Units</u>
30	50	200	188	470
6%	11%	43%	40%	100%

The proposed project would require a Large Project Authorization, pursuant to Planning Code Section 329, with exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses.

B. Environmental Review

On January 26, 2008, the Planning Department prepared and published a Draft Environmental Impact Report ("DEIR"). The Planning Commission held a duly advertised public hearing on the DEIR on February 21, 2008, at which opportunity for public comment was given, and public comment was received on the DEIR.

The Planning Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR, and published the Comments and Responses on March 2, 2009. During a public hearing, the Planning Commission certified the Final EIR on April 16, 2009. The Project, described in detail above, is based on Alternative B of the Draft EIR and the Project Description contained in the Final EIR, as Variant 2 of the Preferred Project, as described therein.

C. Location of Records

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department and the Planning Commission.

These findings are based upon substantial evidence in the entire record before the Planning Commission.

II. PLANNING COMMISSION ACTIONS

The Planning Commission is considering various actions ("Actions"), in furtherance of the Project, which include the following:

- a) Adoption of these CEQA Findings, mitigation measures, and a mitigation monitoring and reporting program ("MMRP").
- b) Approval of a Large Project Authorization pursuant to proposed Planning Code Section 329 to authorize construction of the Project and to permit (1) modification of the rear yard dimensional requirement (pursuant to Planning Code Section 134(f)); (2) an exception, for seven units, to the dwelling unit exposure requirement of Planning Code Section 140; (3) a reduction (from two to zero) of off-street loading spaces provided (Planning Code Section 152.1); (4) a reduction in horizontal mass for the Northern Building (Planning Code Section 270.1); and (5) an exception to the active use requirement for the ground-floor along 7th Street (Planning Code Section 145.1).

III. CONSIDERATION OF PROJECT ALTERNATIVES

The EIR concluded that the project will have a significant unmitigated environmental impact by (a) contributing to the cumulative loss of land available for PDR use in the Eastern Neighborhoods rezoning study area, and (b) causing a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. The one alternative that would

reduce both these potential impacts (Alternative A) is discussed and analyzed here, as are the other alternatives (Draft EIR preferred project and Alternatives C and D), neither of which would lessen both potential significant impacts. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's and the City's independent judgment as to the alternatives.

The Planning Commission finds that the Project provides the best balance between satisfaction of the project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the EIR and adopts a statement of overriding considerations.

A. Project Objectives

As described above, the proposed Project seeks to convert an underutilized industrial area to a mixed-use residential development by constructing two new buildings with parking. The proposed Project would provide up to 470 units of housing. The Project would also provide retail and restaurant space, PDR space and publicly accessible open space.

The following are the Project Sponsors' objectives for the proposed project:

The project sponsor has the following objectives:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Create on-site PDR space where none currently exists.
3. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
4. Remediate hazardous brownfield conditions on-site and return the large infill project site to productive use.
5. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
6. Improve the currently-closed Daggett Street ROW to reintroduce public vehicular traffic and provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.
7. Create a critical mass of neighborhood-serving retail space surrounding an improved Daggett Street ROW to serve project residents and the adjacent community.
8. Create a development that is a dynamic, mixed-use place that serves as a transitional area between more traditional, established, residential neighborhoods and areas intended for PDR and other business activities, generally consistent with the Planning Department's proposed zoning designation of the site.

9. Reclassify the height/bulk district of the site to permit buildings with varied heights up to 85 feet to optimize residential solar exposure and increase the number and types of dwelling units that can be constructed on the project site, while avoiding a single uniform height of buildings across the site, and while preserving views of downtown and the Bay from and to Potrero Hill.
10. Provide a publicly accessible open space amenity at the western corner of the site at the intersection of 16th and Hubbell Streets.
11. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."
12. Provide design features which enhance the pedestrian experience such as building setbacks, wider sidewalks, crosswalks, pedestrian bulb-outs, etc.
13. Efficiently provide adequate on-site (off-street) parking and loading to meet the needs of the project. Incorporate design features that encourage the use of alternative modes of travel, such as bicycling, Muni, and car-share.
14. Should market conditions or final zoning designation foreclose residential development on the site, as an alternative provide office or other commercial space in lieu of residential units on the upper floors of the building to support the UCSF Mission Bay campus.

B. Alternatives Rejected and Reasons for Rejection

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . project alternatives identified in the final EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make Alternative A infeasible, for the reasons set forth below. The DEIR preferred project and Alternatives C and D would not reduce or avoid the potentially significant impacts of the Project.

The Commission adopts the EIR's analysis and conclusions regarding alternatives eliminated from further consideration, both during the scoping process and in response to comments.

a. DEIR Proposed Project

The DEIR described and studied the Project Sponsor's originally proposed project (the "DEIR Project") (EIR at pp.43-52). The DEIR Project proposes to construct about 408 residential units in three buildings up to eight stories (85 feet) tall on the same site and in approximately the same configuration. The DEIR Project includes approximately 425,000 sq. ft. of residential space, about 15,000 sq. ft. of ground-floor retail (including restaurant) space, and approximately 20,000 sq. ft. of PDR space, as well as the corner park and Daggett ROW open space included in the proposed Project. Because of its height, however, the DEIR Project would require zoning map amendments to reclassify the Height and Bulk district from 50-X to 85-X. The DEIR Project was proposed in anticipation of the City's approval of such rezoning as part of its enactment of the Eastern Neighborhoods Plan. The DEIR Project would have the same environmental

impacts as the Project, except that it would have greater aesthetic impacts than the Project, which impacts of the Project are less than significant.

However, because the City did not rezone the project site to a 85-X Height and Bulk district but rather rezoned to a 68-X Height and Bulk district, the DEIR Project is hereby found by the Commission to be infeasible: an 85 foot high project cannot legally be implemented under the current 68-X height and bulk district zoning because the DEIR Project would exceed the height limit.

b. Alternative A: No Project

The No Project Alternative would entail no physical land use changes at the project site. The No Project Alternative would not change the existing vacant lots, would provide no brownfield remediation, and no new residential, PDR, retail, community, or open space would be developed.

The No Project Alternative is hereby found by the Commission to be infeasible and is rejected because it is inconsistent with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.3: Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

Policy 11.3: Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Urban Design Element

Objective 4: Improvement of the Neighborhood Environment to Increase Personal Safety, Comfort, Pride and Opportunity.

Policy 4.6: Emphasize the importance of local centers providing commercial and government services.

Policy 4.8: Provide convenient access to a variety of recreation opportunities.

Policy 4.10: Encourage or require the provision of recreation space in private development.

Policy 4.11: Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

Policy 4.13: Improve pedestrian areas by providing human scale and interest.

Recreation and Open Space Element

Objective 4: Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 4.7: Provide open space to serve neighborhood commercial districts.

Showplace Square/Potrero Area Plan

The No Project Alternative would also be inconsistent with key goals of the Showplace Square/Potrero Area Plan; this Plan focuses on the creation of a mix of land uses in the neighborhood while retaining the area's role as an important location for PDR activities. These goals include but are not limited to:

Objective 1.1: Encourage the Transition of Portions of Showplace/Potrero to a More Mixed Use

and Neighborhood-Serving Character, While Protecting the Core of Design-Related PDR Uses

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People With a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 3.1: Promote an Urban Form that Reflects Showplace Square and Potrero Hill's Distinctive Place in the City's Larger Form and Strengthens Its Physical Fabric and Character

Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm

Policy 3.2.4: Strengthen the relationship between a building and its fronting sidewalk

Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

Finally, the No Project Alternative is infeasible because it fails to achieve the Project Sponsors' objectives, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Create on-site PDR space where none currently exists.
3. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
4. Remediate hazardous brownfield conditions on-site and return the large infill project site to productive use.
5. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
6. Improve the currently-closed Daggett Street ROW to reintroduce public vehicular traffic and provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.
7. Create a critical mass of neighbourhood-serving retail space surrounding an improved Daggett Street ROW to serve project residents and the adjacent community.
8. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."

c. Alternative C: Reduced Density Alternative

Alternative C, the Reduced Density Alternative, would provide a reduced number of residential units in buildings with the same footprint as those proposed, but with substantially lower, consistent building heights, when compared to the proposed Project. With regard to residential density, this alternative would be consistent with the Planning Code prior to adoption of the Showplace Square/Potrero Area Plan and its implementing Planning Code amendments in 2008, which prior zoning allowed for a residential density of 1 unit/600 sq. ft. of lot area in a Planned Unit Development within an M-2 zoning district, as opposed to the proposed Project which contains approximately 1 unit/292 sq. ft. of lot area. Alternative C, then, would provide about 228 unit, or 242 units less than the proposed Project, in 50 foot high, five-story buildings. The unit mix would also differ from the proposed Project, and would consist almost entirely of

one- and two-bedroom units. Under Alternative C, approximately 230 parking spaces would be provided in a one and a half-level garage. The amount of space proposed for other uses would remain the same as that for the proposed Project. In Alternative C, the Daggett ROW would be retained as a public street but would not contain public open space as in the proposed Project. The planning approvals required for the proposed Project would also be required for Alternative C.

Alternative C, then, differs from the proposed Project as follows: 40 percent less total square feet (350,000 vs. 586,971), 51 percent fewer residential units (228 vs. 470), 63 percent fewer BMR units (35 vs. 94), 25 percent fewer parking spaces (230 vs. 306), and all buildings being 18 feet shorter than the proposed Project's two, 68-foot high buildings.

Because of its smaller size, Alternative C would have incrementally less intensive environmental effects when compared to the proposed Project, and is therefore considered the environmentally superior alternative. However, Alternative C would share, and not lessen, the potential significant impacts of the proposed Project. Both Alternative C and the proposed Project would contribute to the cumulative loss of land available for PDR use in the Eastern Neighborhoods rezoning study area; and both would cause a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. Accordingly, Alternative C would not avoid or reduce the potentially significant land use and transportation impacts of the proposed Project and is rejected for that reason.

With the same significant impact, then, Alternative C would provide fewer housing units and fewer inclusionary units to meet the City's target for new housing construction, would do so by providing less variety of types and sizes, and would not facilitate improvements to the Daggett ROW. Alternative C is thus also rejected because it is less consistent than the proposed Project with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

- Policy 4.2: Include affordable units in larger housing projects.
- Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.
- Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.
- Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.
- Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.
- Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Showplace Square/Potrero Area Plan

The Reduced Density Alternative would also be less consistent with key goals of the Showplace Square/Potrero Area Plan including, but not limited to:

- Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character
- Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People with a Wide Range of Incomes
- Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability
- Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space
- Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.
- Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors
- Objective 5.2: Ensure that New Development Includes High Quality Private Open Space
- Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.
- Policy 5.2.4: Encourage publicly accessible open space as part of new residential and

commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

- A. Designed to allow for a diversity of uses, including elements for children, as appropriate.
- B. Maximize sunlight exposure and protection from wind.
- C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Finally, Alternative C is infeasible because it fails to achieve the Project Sponsors' objectives as well as the proposed Project, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
3. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."
4. Improve the currently-closed Daggett Street ROW to provide public open space programmed to provide the larger community and neighborhood with space for cultural programs, and recreational and entertainment activities.

d. Alternative D: Commercial Alternative

Alternative D, the Commercial Alternative, would consist of mixed commercial, retail, and PDR space within three buildings with a consistent height of five stories (65 feet). A new fourth building would be constructed and would consist of a seven-level, 504-space parking structure, also at 65 feet in height. The buildings would have the same general footprint as that in the proposed Project, except that Building B would be separate from the parking structure (located on the corner of 7th and Hubbell Streets), and there would be no podium level connecting Buildings A and B. The ground floors of each building would include approximately 58,800 sq. ft. total of PDR space and approximately 13,800 sq. ft. total of neighborhood-serving retail space (including approximately 5,100 sq. ft. for a restaurant). The second through fifth floors of all three buildings would provide a total of approximately 321,000 sq. ft. of office or other commercial space. No residential space is proposed in the Commercial Alternative. As in the proposed Project, the Daggett ROW would be retained as an improved public street and could include an adjacent public park. A Planning Code Section 321 office space allocation would be necessary if more than 24,999 sq. ft. of office space is proposed.

By providing more PRD space (13,800 v. 11,073 sq. ft.), Alternative D would incrementally lessen the land use impact (area-wide loss of PRD space) when compared to the proposed Project. However, Alternative D would increase the significant impact to transportation causing a significant, unavoidable traffic impact at the signalized intersection of 7th/Townsend Streets, in addition to that which the proposed Project would cause at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. Accordingly, Alternative D would not avoid or reduce the potentially significant transportation impacts of the proposed Project and is rejected for that reason. Alternative D is also rejected as infeasible because the 2008 rezoning of the site to the UMU and PDR-1-G zoning districts would not permit a predominantly office development to be approved, rendering Alternative D legally infeasible.

In addition, Alternative D would provide no new housing units or inclusionary units to meet the City's target for new housing construction, and is thus also rejected because it is less consistent than the proposed Project with many of the objectives and goals of the General Plan, including but not limited to:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.1: Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

- Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.
- Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.
- Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Showplace Square/Potrero Area Plan

Alternative D, because it would provide no residential units, would also be inconsistent with key goals of the Showplace Square/Potrero Area Plan including, but not limited to:

- Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character
- Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People With a Wide Range of Incomes
- Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability
- Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm
- Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.
- Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space
- Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.
- Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors
- Objective 5.2: Ensure that New Development Includes High Quality Private Open Space
- Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.
- Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.
- Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a

well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

- A. Designed to allow for a diversity of uses, including elements for children, as appropriate.
- B. Maximize sunlight exposure and protection from wind.
- C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

Finally, Alternative D is infeasible because it fails to achieve the Project Sponsors' objectives, including but not limited to:

1. Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which converts underutilized industrial and commercial areas to mixed-use residential.
2. Provide a variety of housing types for a broad range of households, including ownership and/or rental units, some of which could accommodate the needs of students and staff at the UCSF Mission Bay campus and the California College of the Arts.
3. Replace a contaminated, vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including BMR units pursuant to the City's Residential Inclusionary Affordable Housing Program.
4. Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."

IV. POTENTIALLY SIGNIFICANT IMPACTS THAT ARE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL AND FINDINGS REGARDING MITIGATION MEASURES

The potentially significant impacts of the project that will be mitigated through implementation of mitigation measures include construction noise, construction air quality, hazards from lead-contaminated soil and PCBs, and archeological resources.

The Project Sponsor has agreed to implement all mitigation measures identified in the EIR, and the Commission has imposed those mitigation measures as conditions of approval.

Pursuant to CEQA Section 21081.6, adopted mitigation measures will be implemented and monitored as described in the Mitigation Monitoring and Reporting Plan that is attached hereto as Exhibit A and incorporated herein by reference.

The required mitigation measures are fully enforceable and are included as conditions of approval in the Planning Commission's Planning Code Section 329 proceeding or will be enforced through inclusion as conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection.

With the required mitigation measures, all potential project impacts except cumulative land use impacts and unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets would be avoided or reduced to a less-than-significant level.

As authorized by CEQA Section 21081 and CEQA Guidelines Section 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the City finds that, unless otherwise stated, all of the changes or alterations to the Project listed herein have been required in, or incorporated into, the project to mitigate or avoid the significant or potentially significant environmental impacts listed herein, as identified in the EIR, that these mitigation measures will be effective to reduce or avoid the potentially significant impacts as described in the EIR, and these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

The mitigation measures proposed for adoption in this section are the same as the mitigation measures identified in the EIR. Further, the Commission finds that the mitigation measures identified in this section are appropriate and feasible for adoption; the Mitigation Monitoring and Reporting Program (attached as Exhibit A) is designed to ensure compliance with the mitigation measures that are identified in this section and includes the same mitigation measures described herein. Thus the Program set forth in Exhibit A should be adopted and implemented.

V. CUMULATIVE LAND USE AND TRANSPORTATION IMPACTS REMAIN SIGNIFICANT

The proposed Project, a modification of Alternative B as detailed in variant 2 of the Preferred Project, would contribute to the cumulative impact of the anticipated future loss of PDR building space and land in San Francisco, and potentially also to a loss of PDR businesses and jobs, which impacts could only potentially be eliminated by selection of Alternative A or Alternative D. Although Alternative C would mitigate the cumulative land use impact somewhat it would continue to be significant. Furthermore, selection of Alternative A, C or D were each determined to be infeasible, as discussed above in Section III.

The proposed Project would contribute to the 2025 cumulative traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets, causing an unacceptable level of service in the north-bound direction during weekday PM peak hour traffic. Alternative C would not lessen this impact, and Alternative D would add an additional significant impact at the signalized intersection of 7th/Townsend Streets. Selection of Alternative A was determined to be infeasible, as discussed above in Section III.

Accordingly, pursuant to Section 21067 of CEQA and Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the Commission finds that the proposed Project would result in impacts that cannot be avoided if the proposed Project is implemented: the loss of opportunities for PDR use, and a significant cumulative traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. These impacts would remain significant and unavoidable if the project were implemented.

VI. FINDINGS OF OVERRIDING BENEFITS OF THE PROJECT

Pursuant to CEQA Guidelines Section 15093, the Commission has considered the following benefits provided by the Project:

1. The Project site currently contains vacant land (formerly occupied by a paint manufacturing facility, which was a heavy industrial use, not a PDR use). Thus, no existing PDR use is being displaced by the Project.
2. The Project would provide approximately 11,073 sq. ft. of PDR space.
3. The Project conforms to the neighborhood character. Land uses in the immediate vicinity of the project site is primarily light industrial, but also includes a mix of residential, live/work, educational facilities, office space, retail, storage, and a public park. The Project will enhance this diverse character by adding new residential and neighborhood-serving retail spaces, as well as additional public open space.
4. The 2008 Showplace Square/Potrero Area Plan does not propose to reserve the Project site for future PDR uses, except for the portion of the site zoned PDR-1-G, where 11,073 square feet of PDR uses are proposed.
5. The Project will substantially improve the 16th, 7th, and Hubbell Street frontages by creating an active street frontage and PDR/retail/commercial services to serve the community.
6. The Project will rehabilitate a vacant brownfield site, remediating the hazardous conditions on the site.
7. The Project will provide about 470 units of new housing. The Project's contribution to the supply of market-rate housing could moderate or reduce market-rate housing price increases relative to increases in household income, thereby addressing further deterioration of overall housing affordability in San Francisco.
8. The Project will fully comply with the City's Inclusionary Affordable Housing Program requirements. It will supply 20 percent BMR housing units on-site (94 units total), helping to alleviate the City's affordable housing demand.
9. The proposed Project would provide an approximately 9,784 sq. ft. corner park (privately-owned, publicly-accessible) at the intersection of 16th and Hubbell Streets and could provide an 0.88 acre public park located in the Daggett ROW.
10. The Project would also include approximately 25,640 sq. ft. of private usable open space in the form of private patios and courtyards as well as 2,400 sq. ft. of private usable open space in the form of decks and balconies. [dave, did you confirm these figures from the current DBA drawings?]
11. The Project will provide approximately 14,625 sq. ft. of ground-floor retail and restaurant uses serving the surrounding neighborhood.

12. Along with providing 306 garaged parking spaces, the Projects provides four off-street car-share spaces, the Project will provide at least 130 and as many as 470 bicycle parking spaces.
13. The Project is consistent with and implements many objectives and policies of the General Plan, including but not limited to the following:

Housing Element

Objective 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

Policy 1.7: Encourage and support the construction of quality, new family housing.

Objective 4: Support affordable housing production by increasing site availability and capacity.

Policy 4.2: Include affordable units in larger housing projects.

Policy 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

Objective 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

Policy 11.3: Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

Policy 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Policy 11.9: Set allowable densities and parking standards in residential areas at levels that promote the City's overall housing objectives while respecting neighborhood character and scale.

Urban Design Element

Objective 4: Improvement of the Neighborhood Environment to Increase Personal Safety, Comfort, Pride and Opportunity.

Policy 4.6: Emphasize the importance of local centers providing commercial and government services.

Policy 4.8: Provide convenient access to a variety of recreation opportunities.

Policy 4.10: Encourage or require the provision of recreation space in private development.

Policy 4.11: Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

Policy 4.13: Improve pedestrian areas by providing human scale and interest.

Recreation and Open Space Element

Objective 4 Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 4.5: Require private usable outdoor open space in new residential development.

Showplace Square/Potrero Area Plan

Objective 1.1: Encourage the Transition of Portions of Showplace/Potrero to a More Mixed Use and Neighborhood-Serving Character, While Protecting the Core of Design-Related PDR Uses

Objective 1.2: In Areas of Showplace/Potrero Where Housing and Mixed Use Is Encouraged, Maximize Development Potential in Keeping With Neighborhood Character

Objective 2.1: Ensure that a Significant Percentage of New Housing Created in the Showplace/Potrero Is Affordable to People With a Wide Range of Incomes

Objective 2.6: Continue and Expand the City's Efforts to Increase Permanently Affordable Housing Production and Availability

Objective 3.1: Promote an Urban Form that Reflects Showplace Square and Potrero Hill's Distinctive Place in the City's Larger Form and Strengthens Its Physical Fabric and Character

Objective 3.2: Promote an Urban Form and Architectural Character that Supports Walking and Sustains a Diverse, Active and Safe Public Realm

Policy 3.2.4: Strengthen the relationship between a building and its fronting sidewalk

Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Objective 4.5: Consider the Street Network in Showplace Square/Potrero Hill as a City Resource Essential to Multi-Modal Movement and Public Open Space

Policy 4.5.2: As part of a development project's open space requirement, require publicly-accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.

Objective 5.1: Provide Public Parks and Open Spaces that Meet the Needs of Residents, Workers and Visitors

Objective 5.2: Ensure that New Development Includes High Quality Private Open Space

Policy 5.2.3: Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

Policy 5.2.4: Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.6: Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool.

Objective 5.4: The Open Space System Should both Beautify the Neighborhood and Strengthen the Environment

Objective 7.1: Provide Essential Community Services and Facilities

Policy 7.1.1: Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral and written testimony presented to this Commission at the

public hearing, and all other written materials submitted by all parties, the Commission hereby adopts the foregoing CEQA Findings and Statement of Overriding Considerations.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: July 20, 2011
TO: Case File No. 2003.0527E
1000 16th Street Urban Mixed-Use Project
CC: Ben Fu, Neighborhood Planner
FROM: Michael Jacinto, Environmental Planner
RE: Environmental Review,
1000 16th Street Urban Mixed-Use Project

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Project Site

The vacant, 3.15-acre site is located at 1000 16th Street (Assessor Block 3833, Lots 001, 002, 003; Block 3834, Lot 001) on a triangular site bounded by Hubbell, 17th and 16th Streets in San Francisco's Showplace Square/Potrero Hill area. The project site is within an UMU (Urban Mixed Use) and PDR-1-G (Production, Distribution and Repair, General) Zoning District, a 68-X Height and Bulk District and within the Showplace Square/Potrero Hill Area Plan area.

DEIR Project and FEIR Preferred Project

The original proposal for the 1000 16th Street was analyzed in a Draft Environmental Impact Report (DEIR), referred to in this memorandum as the "DEIR Project." The Planning Department published the DEIR on January 26, 2008.

During preparation of the Comments and Responses document, the project sponsors refined the proposal to conform to the zoning controls that were enacted as part of the Eastern Neighborhoods Rezoning and Area Plans project. Modifying the DEIR Project to Eastern Neighborhoods zoning provisions resulted in a "Preferred Project" that was a variation of DEIR Alternative B described on pp. 211-234 in the Final EIR (FEIR).

The Preferred Project (FEIR, "Variant 2", pp. 211-213) involved construction of an approximately 585,768 gross sq. ft. mixed-use project in three buildings on the vacant, 3.15-acre triangular site, including approximately 435,906 sq. ft. of residential use (approximately 470 dwelling units), approximately 15,480 sq. ft. of ground-floor commercial space, and approximately 15,964 sq. ft. of production, distribution and repair (PDR)/small enterprise workspaces (S.E.W.) fronting Hubbell Street. The FEIR analyzed construction of a publicly accessible open space within the Daggett Street right-of-way bisecting the site, as well as a landscaped plaza at the corner of Hubbell and 16th Streets, opposite the intersection of Connecticut and 16th Streets. A two-level parking garage would provide approximately 283 independently accessible parking spaces. Access to the garage would be from the northwest on Hubbell Street and on the northeast of the building on 7th Street. Pedestrian entrances would be provided along 16th, Hubbell, 7th and Daggett Streets. Building heights would be up to 68 feet-tall.

The Planning Commission certified the Final EIR as adequate and complete on April 16, 2009 (see Motion No. 17864, attached).

Project Modification (Proposed Project)

The Proposed Project, which is subject to review by the Planning Commission as part of the Planning Code 329 Large Project Authorization process, has been modified from the Preferred Project described in the Final EIR. As modified, the Proposed Project would entail construction of two, six-story, 68-foot tall buildings of mixed-use development totaling approximately 573,000 gross square feet (sq. ft.) that substantially conforms to Variant 2 of the Preferred Project described in the FEIR (and Alternative B in the Draft EIR). The Northern Building (Buildings A and B described in the FEIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) would be located on the northwestern block of the site, would be constructed on a podium over at-grade parking, and would contain a mix of residential, retail and S.E.W. space. The Southern Building (Building C described in the FEIR's Preferred Project and in its Figure C&R 1 – Preferred Project Site Plan) containing residential and retail space, would be located at the southeastern corner of the site.

As modified, the Proposed Project would include 467 residential units (443,000 sq. ft.); about 14,150 sq. ft. of ground-floor retail and restaurant uses; and approximately 7,400 sq. ft. of S.E.W. space, plus circulation and other common areas (see Figure C&R-1 – Preferred Project Site Plan). Beneath the Northern Building, a parking garage at grade with access on Hubbell Street would provide about 306 parking spaces, and four off-street car-share spaces and at least 154 bicycle parking spaces. With Municipal Transportation Agency approval, the Proposed Project would also provide three on-street loading spaces located along Hubbell Street, 7th Streets and/or 16th Street. An additional 38 on-street parking spaces would be provided on surrounding streets and within the Daggett ROW. Twenty percent of the total dwelling units, or about 93 units, would be designated as Below Market Rate (BMR) units pursuant to the City's Residential Inclusionary Affordable Housing Program and the requirements for Tier B projects in the UMU use district. Pedestrian entrances and lobbies for the residential units in the Northern Building would be located along 16th, Daggett and 7th Streets. The pedestrian entrance and lobby for the Southern Building would also be located along the Daggett right-of-way (ROW).

The Proposed Project includes a total of about 51,000 sq. ft. of private and common usable open space via deck, balconies, ground level open space (including a corner park at the intersection of 16th and Hubbell Streets), podium courtyards and a pedestrian mews. Contingent upon future City approvals, an 0.88-acre public park would be developed by the applicant in the Daggett right-of-way, a portion of which would be retained as a one-way public street.

Of the 467 dwelling units proposed, the approximate break-down of unit types would be 28 flex units (6%); 49 studio units (11%); 202 one-bedroom units (43%) and 188 two-bedroom units (40%).

The Proposed Project would require a Large Project Authorization, pursuant to Planning Code Section 329, with exceptions for rear yard, dwelling unit exposure, off-street loading, horizontal mass reduction and ground floor active uses. Table 1 provides a comparison of the development program between the project described in the DEIR, the preferred project in the FEIR and the current proposal.

Table 1: Comparison of FEIR Preferred Project and Current Proposal (Proposed Project)

	DEIR Project	FEIR Preferred Project	Proposed Project
Total Area	659,000 gross sq. ft.	585,768 gross sq. ft.	572,729 gross sq. ft.
Number of Buildings	3, at northwest, northeast and south	3, at northwest, northeast and south	2, at northwest and south
Height of Buildings	55-85 feet (5-8 stories)	68 feet (6 stories)	68 feet (6 stories)
Dwelling Units	408	470	467
Residential Area	425,000 gross sq. ft.	435,906 gross sq. ft.	443,000 gross sq. ft.
Unit Mix	60% studio and 1 BR; 40 % 2BR or larger	60% studio and 1 BR; 40% 2 BR	60% studio and 1 BR; 40% 2BR
Ground-floor Retail Area	15,000 gross sq. ft.	15,480 gross sq. ft.	14,150 gross sq. ft.
Retail Locations	Along 16th Street and Daggett ROW	Along 16th Street and Daggett ROW	Along 16th Street and Daggett ROW
Production, Distribution, Repair (PDR) / Small Enterprise Workspace (SEW)	20,000 gross sq. ft.	15,964 gross sq. ft.	7,400 gross sq. ft.
PDR/SEW Locations	Along Hubbell Street, 7th Street and Daggett ROW	Generally along Hubbell Street with some on 7th Street	Along Hubbell Street only (PDR-1-G zoning for first 32 feet of depth)
Business & Professional Service Area	0 gross sq. ft.	11,275 gross sq. ft.	0 gross sq. ft.
Parking Spaces	400, in single, two level, above ground garage below two north buildings	283 in ground level garage	306, in two separate garages, both at ground level, below the northwest building
Daggett Right-of-Way	Through street from 16th to 7th with park	Through street from 16th to 7th Street with park	Through street from 16th to 7th Street with park
Corner Park	Located art corner of Hubbell and 16th Streets	Located art corner of Hubbell and 16th Streets	Located art corner of Hubbell and 16th Streets
Mid-block Alley	Connects Hubbell Street and 16th Street, between the northeast and northwest buildings, in line with Missouri Street; At podium level	Connects Hubbell Street and Daggett ROW, between the northeast and northwest buildings, perpendicular to Hubbell Street; At street-grade level	Connects Hubbell Street and Daggett ROW, bisecting the northwest building, perpendicular to Hubbell Street; At street-grade level
Garage Access	Along Hubbell Street, 7th Street and 16th Street	Northwest building at Hubbell Street; Northeast building at 7th Street	Two entrances along Hubbell Street

The primary differences between the FEIR Preferred Project and the project as currently proposed relate to overall building square footage, land use mix, amount of off-street parking, and the location of garage entries. In terms of the development program's overall square footage, the current proposal, at about 572,729 gross sq. ft., is about 3 percent smaller than the Preferred Project analyzed in the FEIR and about 13 percent smaller than the DEIR project. The overall number of proposed buildings (three in the FEIR Preferred Project and two in the current proposal) and their locations on the subject property (northwest, northeast and south) would be the same as described in the DEIR and FEIR (in the current proposal, the northwest and northeast buildings are joined as one building bisected by the at-grade level mid-block alley), and as illustrated on site plans accompanying the current application. Building heights would extend up to 68-feet-tall, consistent with the 68-X Height District on the site and as described in the FEIR Preferred Project. The overall number of dwelling units, 467, is three units fewer than the the FEIR Preferred Project.

The 7,400-gsf of S.E.W. space under the current proposal represents about 54 percent less PDR/S.E.W. space (15,964-gsf) than was analyzed as part of the FEIR Preferred Project. The proposed configuration of uses on the subject property has also been slightly modified. The site plan for the FEIR Preferred Project shows townhouse units and retail space on the ground-floor along the southern edge of Buildings A and B. Under the current proposal, these areas are designated residential/commercial flexible spaces (rather than townhouses) and ground-floor retail space is located near the corner of 16th and Missouri Streets and near the corner of 16th and Connecticut Street in the northwest building, and along 16th Street in the south building. The current proposal provides 306 off-street parking spaces in a ground-level parking garage, which are 35 spaces greater than the FEIR Preferred Project and 94 spaces fewer than the project as analyzed in the DEIR. Automobiles would be accommodated in stackers and the garage would provide four car-share spaces. Garage ingress and egress would be from two access points on Hubbell Street, instead of a combination of entries and exits on both Hubbell and 7th Streets as proposed in the prior FEIR Preferred Project.

Determination

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

The FEIR found that the Preferred Project would contribute to loss of PDR land supply in San Francisco as identified in the Eastern Neighborhoods Rezoning and Area Plans Project, of which the subject property is a part. Also at a cumulative level, the FEIR found that the Preferred Project would result in a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. The FEIR determined that mitigation (signalization) for this intersection was infeasible due to the close proximity to Connecticut Street to the east and 8th and Wisconsin Streets to the west. Due to those nearby streets, there would not be sufficient

space to locate traffic signals and provide queuing space, which would affect operations at other intersections.

The Preferred Project would not result in new significant environmental effects not disclosed in the FEIR, increase the severity of identified effects, or necessitate new mitigation measures previously deemed infeasible.

Because the current proposal is substantially similar to the project and alternatives analyzed in the FEIR, the Planning Department determines that no supplemental environmental review for this project is necessary and the Final EIR certified by the Planning Commission on April 16, 2009 (Motion No. 17864) provides the requisite environmental review to allow the Planning Commission to consider project approval.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion No. 17864

HEARING DATE: April 16, 2009

Hearing Date: April 16, 2009
Case No.: 2003.0527E
Project Address: 1000 16th Street
Zoning: UMU (Urban Mixed-Use); PDR-1-G
(Production, Distribution, Repair, General)
68-X Height and Bulk District
Block/Lot: 3833/001, 002, 003; 3834/001
Project Sponsor: Daniel Murphy, Principal, UrbanGreen Devco, LLC.
As Agent for Cherokee Mission Bay, LLC (site owner)
San Francisco, CA
Staff Contact: Michael Jacinto – (415) 575-9033
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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED MIXED-USE PROJECT CONTAINING RESIDENTIAL, COMMERCIAL, PDR AND PUBLICLY-ACCESSIBLE OPEN SPACE USES AT 1000 16TH STREET IN SAN FRANCISCO'S SHOWPLACE SQUARE/POTRERO HILL AREA.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2003.0527E, 1000 16th Street Mixed-Use Project (hereinafter "Project"), based upon the following findings:

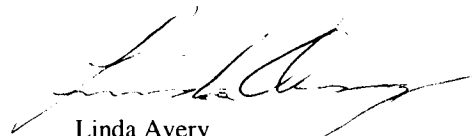
1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required, published in an Initial Study on November 6, 2004, and circulated in a Notice of Preparation to interested parties and provided public notice of that determination by publication in a newspaper of general circulation on March 20, 2004.
 - B. On January 26, 2008 the Department published the DEIR and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on January 26, 2008.
- D. On January 26, 2008, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
- E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on January 25, 2008.
2. The Commission held a duly advertised public hearing on said DEIR on February 21, 2008 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on March 10, 2008.
3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document, published on March 2, 2009 distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at Department offices.
4. A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.
5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1650 Mission Street, and are part of the record before the Commission.
6. On April 16, 2009, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
7. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2003.0527E, 1000 16th Street Urban Mixed-Use Project reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report will have no significant

unavoidable impacts at the project-specific level. At the cumulative level, the Project would result in two significant unavoidable impacts:

- A. **Land Use.** The project would contribute to the loss of production, distribution, and repair ("PDR") land supply in San Francisco as identified in the Eastern Neighborhoods Rezoning and Area Plans Project, of which the subject property at 1000 16th Street is a part.
- B. **Traffic.** Also at the cumulative level, the Project would result in a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. The EIR determined that mitigation (signalization) for this intersection was infeasible due to the close proximity to Connecticut Street to the east and 8th and Wisconsin Streets to the west. Due to those nearby streets, there would not be sufficient space to locate traffic signals and provide queuing space, which would affect operations at other intersections.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of April 16, 2009.



Linda Avery
Commission Secretary

AYES: Antonini, Borden, Lee, Miguel, Moore, Olague, Sugaya
NOES: none
ABSENT: none
ADOPTED: April 16, 2009

EXHIBIT A: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
A-1 MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
TRANSPORTATION					
Mitigation Measure C-1: Mariposa/Mississippi (Project)					
Under both Baseline and Baseline plus Project conditions, this unsignalized intersection would operate unsatisfactorily. The proposed project would have a significant impact at this location. To improve operations, the westbound approach could be restriped to provide a right-turn pocket (convert the existing left-through-right lane into a through-left and right-turn pocket). With this change, vehicle delays at the worst approach would improve and the intersection would operate at LOS D under both Baseline and Baseline plus Project conditions. This would reduce the impact to less-than-significant levels. It should be noted that two parking spaces would need to be removed in order to provide a dedicated right-turn pocket for the westbound approach at this intersection.	Project Sponsor	Prior to issuance of first certificate of occupancy.	Project Sponsor to restripe westbound approach to Mariposa/Mississippi.	Project Sponsor, SFMTA, DBI.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)					
Under 2025 Cumulative conditions, this unsignalized intersection would continue to operate unsatisfactorily, even with the implementation of the Baseline/Baseline plus Project mitigation measures. The proposed project would have a significant impact at this location. To improve future operations, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions. This mitigation would reduce the impact to less-than-significant levels.	Project Sponsor	Prior to issuance of first certificate of occupancy or as requested by DPT upon commencement of the study, whichever is earlier.	Project Sponsor to fund its "fair share" (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Mississippi.	Project Sponsor, Planning Department, DPT, DBI.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
The project sponsor would be responsible for funding its "fair share" (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Mississippi. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCOTT and other appropriate City agencies.					

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule

AIR QUALITY

Mitigation Measure 1: Construction Air Quality *

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Project Sponsor

During demolition, excavation, and construction.

Project Sponsor shall require construction contractor(s) to implement control measures.

Project Sponsor, ERO.

Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.

In addition, because the project site, including the Daggett ROW, would be greater than four acres in size, Bay Area Air Quality Management District's (BAAQMD) enhanced construction air quality mitigation measures would be required and additional measures have been added to the mitigation measure in this EIR.

The project sponsor shall require contractor(s) to: hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for ten days or more; enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.); limit traffic speeds on unpaved roads to 15 mph; install sandbags or other erosion control measures to prevent silt runoff to public roadways; and, replant vegetation in disturbed areas as quickly as possible.

HAZARDOUS MATERIALS

Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities)

In order to clean up the contaminated soil and groundwater and reduce risks to future land uses on the site, and because the project site is located within the Maher Ordinance Area, a Site Mitigation Plan (SMP) has been developed under direct supervision of SFDPH. As detailed above in the Setting section of this chapter, a Data Evaluation and Risk Assessment Report, which included a Human Health

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule

Risk Assessment (HHRA) was completed by Geomatrix Consultants in March 2005 and submitted to SFDPH. In response, SFDPH provided to the project applicant a request for additional information, including a finalized SMP that would address the contaminants found at the site.¹

The SMP, completed in November 2005 and determined by SFDPH to meet its requirements in December 2005², includes three phases: interim site mitigation, final site mitigation, and post-development site mitigation. To meet SFDPH's requirements for mitigation of shallow soil and to address soil vapor and methane conditions, the SMP included the following primary components:

- Excavation and off-site disposal of soil containing metals and PAHs from the top three feet across the site, as well as additional construction-related excavation deeper than three feet, as described below, under Interim Mitigation Measures;
- Mitigation of BTEX in soil vapor in the northwestern portion of the site; and
- Mitigation of methane in soil vapor in the northern portion of the site.

Mitigation of impacts to soil, vapor and groundwater from BTEX was conducted in the interim site mitigation phase, prior to final site development. Originally, the site mitigation measures for BTEX consisted of installation of a Soil Vapor Extraction/Air Sparge treatment system in accordance with the SFDPH-approved Work Plan for Soil Vapor Extraction/Air Sparge System Installation and Operation. As described in Chapter III.F, however, the discovery of a thin layer of contaminated product within the soil pore space during well installation activities in January 2006 led to the development of a revised interim site mitigation plan to address the BTEX issue. The revised BTEX mitigation was described in the Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation³ and follow-up letter,⁴ which were approved

¹ Bhatia, Rajiv, M.D., M.P.H., Correspondence with Doug Mosteller, Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, March 29, 2005. This document is part of the project file and is available by appointment at the Planning Department.

² Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., of Mission Bay LLC and Neil Ziemba, of IRG Assumptions, LLC, December 30, 2005. This document is part of the project file and is available by appointment at the Planning Department.

³ Geomatrix Consultants, Inc. Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation, 1000 16th Street, San Francisco, CA, January 23, 2007. This document is part of the project file and is available by appointment at the Planning Department.

⁴ Geomatrix Consultants, Inc. Correspondence with Stephanie Cushing, San Francisco Department of Public Health: Transmittal of Revised Figures for Targeted Excavation, 1000 16th Street, San Francisco, CA, February 9, 2007. This document is part of the project file and is available by appointment at the Planning Department.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>by SFDPH in February 2008.⁵ The revised BTEX mitigation plan consists of excavation and offsite disposal of all soil from an area 75 feet by 65 feet to a depth of approximately 8 feet. This excavation removed the thin layer of product that has been identified as the source of the elevated concentrations of ethylbenzene in this area. No groundwater was encountered during the excavation. The excavation was backfilled to the existing grade with clean imported fill material. In addition, to further reduce the mass of VOCs present in groundwater within the excavation area, a sulfate-containing compound (e.g., ferrous sulfate heptahydrate [FeSO₄ · 7 H₂O]) was added to the excavation backfill material to enhance natural biodegradation processes and allow any residual VOC concentrations to attenuate over time. Additional details relating to the BTEX remediation are described in the Ethylbenzene Excavation Remediation Completion Report. The SFDPH issued a no further action letter with respect to the ethylbenzene excavation in the northwestern portion of the site on March 11, 2008. Additional investigation of the magnitude and extent of methane impacts at the site was performed in accordance with the SFDPH-approved Work Plan for Subsurface Methane Gas Investigation. The results of the additional methane investigation and recommended methane mitigation measures were summarized in the December 2005 Preliminary Subsurface Methane Gas Investigation, which was approved by SFDPH in conjunction with its determination of the adequacy of the SMP. Mitigation measures for methane may include: 1) a horizontal gas membrane beneath proposed buildings; 2) perforated horizontal vent/drain lines beneath the gas membrane to collect and dissipate trapped vapors and to convey nuisance water to area drains or collection sumps; 3) utility trench dams where utilities pass below or penetrate perimeter foundations to reduce the potential for methane gas to migrate and accumulate beneath the buildings from adjacent areas; and 4) seals on conduits for dry utilities that originate outside of the gas membrane and terminate in the interior of the buildings to reduce the potential for methane to enter the buildings through the conduits. Implementation of mitigation measures for methane shall be performed concurrently with site development and in accordance with a SFDPH-approved mitigation plan. Plans and specifications for the methane mitigation measures will be prepared once building plans area available, and will be submitted to SFDPH for review and approval.</p> <p>In 2001, ICI Paints, the former property owner, proposed interim site mitigation measures; these measures were approved by the SFDPH. The proposed interim mitigation measure of excavating 3 feet of soil across the site was developed by ICI Paints in absence of a future development plan. ICI Paints, however, did not</p>					

⁵Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziembra, IRG Assumptions, LLC, February 14, 2007. This document is part of the project file and is available by appointment at the Planning Department.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>proceed with implementation of the approved mitigation. The site was then acquired by the project sponsor for redevelopment as mixed residential/commercial use. Because the project sponsor has commenced with the development process and the site will be redeveloped in the foreseeable future, the SFDPH-approved mitigation plan for the site was re-evaluated to allow for incorporation of site mitigation into the development process. This SMP was updated in September 2008 to integrate mitigation of fill into site development.</p> <p>The mitigation measures included as part of the SMP to address shallow fill material shall be implemented in two phases: final mitigation and post-development. These two phases are summarized below.</p>	Project Sponsor	During demolition, excavation, and construction.	Project Sponsor to require construction contractor(s) to implement final site mitigation work; Project Sponsor to prepare Construction Documentation Report.	Project Sponsor, DPH.	Considered complete upon (a) receipt and approval of Construction Documentation Report by DPH, and (b) receipt by Planning Department of final monitoring report at completion of construction.
<p>Final Mitigation Measures</p>					
<p>As detailed in Section 4.4 of the SMP, existing pavements/concrete pads, tank foundations, and utilities shall be removed. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material. Asphalt, concrete, utility pipelines, and other demolition debris shall be recycled or disposed of at appropriate off-site facilities. Once the existing pavements have been removed, the soil will be excavated as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., three feet in landscaped areas and 1.5 feet in areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. During grading activities site soil may be consolidated on-site and utilized as engineered fill below the final cover (that is, beneath paved or building areas). Excavated soil that will not be reused on site shall be loaded into trucks and transferred to an on-site soil staging area, where stockpiled material shall be covered with weighted polyethylene sheeting during periods when material is not being added or removed. Stockpiled soil that will not be used on site shall be sampled and characterized for disposal at a hazardous or non-hazardous waste facility. Once stockpiled material has been accepted for disposal at an appropriate off-site facility, the soil shall be transported directly to the disposal facility. All wastes shall be transported and disposed of in accordance with applicable laws and regulations. Equipment contacting soil would require decontamination prior to leaving the site. Water from the cleaning processes shall be collected, containerized, and sampled prior to off-site disposal.</p>					

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that shall remain at the site. In landscaped areas and areas covered by pavers the final cover will consist of installation of non-woven geotextile material and at least 1.5 feet (for areas covered by pavers) or at least three feet (for landscaped areas) of clean, imported soil above native, potentially impacted (contaminated) soil. The final cover will prevent direct contact with underlying soils and will function as an engineered control to residual affected soils.</p> <p>Utilities such as water lines and sanitary sewer lines shall be installed in designated utility corridors, which shall be backfilled with clean, imported soil. Non-woven geotextile fabric shall be placed prior to backfilling utility corridors to provide a clear visual boundary between site soils and imported soils.</p> <p>Construction de-watering water, if generated, shall be pumped into holding tanks and sampled and analyzed for the parameters required for the selected discharge point (i.e., storm drain, sanitary sewer). City of San Francisco procedures related to groundwater de-watering are provided in Mitigation Measure E-1a.</p> <p>Dust control measures (such as water sprinkling to maintain soil moisture, covering of all trucks hauling soil, and the daily sweeping of all paved access roads, parking areas and staging areas, among other measures) shall be implemented to minimize dust generation when earthwork activities occur. The SMP includes a dust monitoring plan. In addition, air monitoring for VOCs, and methane shall be conducted (see Mitigation Measure E-1b). Personal air sampling for lead will also be conducted for those workers with the highest potential to be exposed to lead (i.e., a lead exposure assessment) when the duration of soil disturbing activities extends beyond 1 to 2 days according to the Cal-OSHA Lead in Construction Standard (CCR, Title 8, Section 1532.1). Any unanticipated subsurface conditions encountered shall be addressed by a Contingency Plan (see Mitigation Measure E-1c).</p> <p>The results of the final site mitigation work performed shall be included in a Construction Documentation Report that shall be prepared upon completion of the mitigation measures for submittal to SFDPH.</p>	Project Sponsor	Prior to and after construction activities are	Project Sponsor to provide copy of SMP, as updated in 2008, in	Project Sponsor, DPH.	Annual inspections so long as any portion of the
<p>Post-Development Site Mitigation Plan</p>					

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The Project Sponsor, as the site owner, shall oversee implementation of the SMP at the site. A copy of the SMP shall be included in all contracts signed with contractors. Notification to SFDPH is required for all activities disturbing the final site cap.</p> <p>Maintenance of the final cover shall include the following:</p> <ul style="list-style-type: none"> • The cover shall be visually inspected annually for cracks, signs of deterioration, and unauthorized disturbances that may compromise the cover integrity and allow for exposure of residents to contaminated soil. Results of the inspection shall be documented in a report and submitted for SFDPH review as part of an annual report (discussed below). • All concrete, asphalt, and soil cover that comprise the final cover shall be maintained. Repair and replacement actions, as detailed in the SMP, may be required. • Project Sponsor, shall prepare and submit an Annual Summary Report to SFDPH by the thirtieth day of January, each year. The Annual Summary Report shall include the following: <ul style="list-style-type: none"> • Specific actions taken by or on behalf of the site owner during the previous year; • An annual cover inspection report; • Actions expected to be undertaken during the current year; • Any requirements of the SMP that were not completed; and • Any problems or anticipated problems in complying with the SMP. <p>Project Sponsor is also responsible for providing a modified SMP to SFDPH when substantial changes to the assumptions or conditions documented in the SMP occur.</p> <p>The SMP shall be implemented in conjunction with the following mitigation measures.</p> <p>Mitigation Measure E-1a: Water Management</p> <p>Groundwater</p> <p>Phase I and Phase II Environmental Assessment encountered groundwater at about 7.5 to 9.0 feet below the surface. However, other on-site borings found groundwater at 3 to 9 feet below the surface. Excavation would be no deeper than three feet except where necessary to remove existing concrete pads. Water management activities will be conducted on-site to minimize the amount of water</p>		completed.	all contracts signed with contractors and implement measures to maintain final site cap.		Project is occupied.
	Project Sponsor	During construction.	Project Sponsor to implement dewatering measures should groundwater be encountered. Project Sponsor to install groundwater	Project Sponsor, ERO	Considered complete upon (a) receipt by Planning Department of final monitoring report at

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>entering or present in the excavated areas of the site. Temporary berms will be constructed, if necessary, to control the potential for off-site migration of soil via storm water run-off during the initial phases of the excavation and regrading of the site. If the need arises, storm water run-off will be collected within the excavation in sumps and pumped out of the excavation for storage at the site or discharged into the sanitary sewer. Any water to be discharged to the sanitary sewer will be sampled, analyzed and discharged in accordance with the provisions listed in Article 4.1 of the San Francisco Municipal Code, Requirement for Batch Wastewater Discharges.</p> <p>Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of project necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 or the Building Code) be retained by the project sponsor to perform this monitoring.</p> <p>Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.</p> <p>Storm Water</p> <p>Storm water pollution controls will be implemented to minimize runoff of sediment in storm water, which could include lead-affected settlement. Storm water pollution controls at construction sites greater than one acre in size are regulated using the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (99-08-DWQ; General Permit). In advance of mobilization for the site, all earthwork contractors disturbing more than one acre of the site will file a Notice of Intent (NOI) to comply with the General Permit on behalf of Project Sponsor. Prior to mobilization, these earthwork contractors will also prepare storm water pollution prevention plans (SWPPPs) to address requirements for erosion prevention and storm water management during their work in</p>			<p>observation wells and prepare final soils report should dewatering be necessary.</p>		<p>completion of construction, and (b) upon receipt by ERO of final soils report should dewatering be necessary.</p>
	Project Sponsor	Prior to and during construction.	Project Sponsor/ to prepare and ensure implementation of SWPPP.	Project Sponsor, ERO	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
accordance with Regional Water Quality Control Board and/or State Water Resources Board requirements.					
Storm water pollution controls implemented at the site will be based on Best Management Practices (BMPs) implemented to reduce the sediment load of storm water runoff from the site. These practices would include, but not be limited to grading the site to prevent storm water from running off-site, installing storm water control devices (earth berms, silt fences, or hay bale barriers) around the perimeter of unpaved portions of the site until final covers are constructed, and protecting existing or newly constructed catch basins with silt fences, hay bales, or gravel bags. In addition, all contractors will store fuel and chemicals in such a manner that prevents accidental spills from impacting storm water.					
Mitigation Measure E-1b: Air Monitoring					
Given the severity of contaminants at the project site, and in addition to Mitigation Measure 1 (Initial Study) , air monitoring shall be conducted at the site during remediation and construction to test for the presence of toxic emissions from disturbance of the polluted soil. Real-time dust monitoring using hand-held monitors will be conducted within the work zone and at perimeter locations with readings taken and recorded at least hourly during soil disturbing activities. VOCs may be monitored as a precautionary measure in the work zone through use of a hand held photoionization detector (PID). In accordance with Mitigation Measure E-1d , methane monitoring shall be continuous using a combustible gas indicator (CGI), unless previous sampling has shown that methane is not likely to be present in the area where the work will be performed. In the event that sufficiently high concentrations of methane are detected to pose a human health risk, in accordance with regulations in Title 8, Section 5192, of the California Code of Regulations, work shall be halted, SFDPH shall be informed immediately, the area shall be cordoned off and a guard shall be posted to keep people off of the construction site.	Project Sponsor	During remediation and construction.	Project Sponsor to conduct air monitoring at the project site.	Project Sponsor, DPH.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
Mitigation Measure E-1c: Contingency Planning					
Contingency measures would be taken in the event of one of the following occurrences:	Project Sponsor	During excavation and construction.	Project Sponsor to ensure implementation of contingency measures if contaminants in excavated storm water or contaminated soil are encountered.	Project Sponsor, DPH	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
<ul style="list-style-type: none"> • Elevated levels of contaminants in excavation storm water. If storm water runoff contains elevated levels of contaminants that cannot be discharged to the San Francisco Department of Public Works (DPW) sanitary sewer, then the wastewater will require treatment, dilution, or collection and removal to an appropriate disposal site. • On-site discovery of grossly contaminated material such as 					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>petroleum hydrocarbons (e.g., gas, diesel, kerosene) or other odorous soils. If grossly contaminated soil is encountered during excavation the material will be separated and depending on the level of impact, the soil will be evaluated for special disposal requirements, and appropriate health and safety measures will be implemented, as detailed in the SMP.</p>					
<p>Mitigation Measure E-1d: Health and Safety Plan</p> <p>A site-specific Health and Safety Plan will be prepared and implemented by the contractor prior to the commencement of excavation activities. The plan will be implemented during the excavation and construction activities in order to meet the requirements of 29 CFR Section 1910.120(I)(2), CCR, Title 8, Section 5192 (Cal/OSHA) and Hazardous Waste Operations and Emergency Response. The Health and Safety Plan will assign responsibilities, establish personal protection standards and mandatory safety procedures, and provide for contingencies that may arise while operations are being conducted at the site. The main components of the Health and Safety Plan will include:</p> <ul style="list-style-type: none"> • Names of key personnel and alternates responsible for site safety and health, and appointment of a site safety officer. These personnel will be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), 29 CFR Section 1910.120, Hazardous Waste Operations and Emergency Response (HAZWOPER); • A description of the health and safety hazards anticipated in performing the work, with measures to reduce those hazards and to protect personnel; • Identification of methods for reporting unforeseen hazards; • Safety and health risk monitoring during excavation and monitoring; • Frequency and types of air monitoring, personnel monitoring, and confirmation sampling techniques, if required; • Site control measures; • Decontamination procedures; and • Contingency Plan meeting the requirements of paragraphs (1)(1) and (1)(2) of Section 29 CFR 1910.120 and Section 5192, Title 8, CCR for safe and effective responses to emergencies including necessary personnel protective equipment. 	Project Sponsor	Prior to issuance of first excavation permit.	Project Sponsor to prepare and submit a Health and Safety Plan.	Project Sponsor, DPH, DBI	Considered complete upon (a) approval of Health and Safety Plan by DPH and (b) receipt by Planning Department of final monitoring report at completion of construction.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The plan will be signed by an individual certified in the Comprehensive Practice of Industrial Hygiene by the American Board of Industrial Hygiene and trained in hazardous waste site operations. Workers at the site may be required to be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), and HAZWOPER.</p>					
<p>If the Site Mitigation Plan described above, including all subsequent mitigation measures, is implemented, impacts from hazardous materials would be reduced to less-than-significant levels.</p>					
ARCHEOLOGICAL RESOURCES					
Mitigation Measure 2: Archeological Resources (Accidental Discovery)*					
<p>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)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	Project Sponsor	Prior to and during soils disturbing activities.	Project Sponsor to distribute the Planning Department archeological resource “ALERT” sheet to construction contractor(s) and submit to ERO a signed affidavit by each construction contractor.	Project Sponsor, ERO.	Considered complete upon (a) receipt by ERO of signed affidavit and (b) receipt by Planning Department of final monitoring report at completion of construction.
<p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an</p>	Project Sponsor	During soils disturbing activities.	Project Sponsor/Construction Contractor(s) to notify ERO should any indication of archeological resource be encountered. Project Sponsor to retain archeological consultant if ERO determines that an archeological resource may be present.	Project Sponsor, Archeological consultant, ERO.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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. Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 MEA 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Project Sponsor, Archeological consultant	As needed following discovery of archeological resource.	Preparation of FARR.	Project Sponsor, Archeological consultant, ERO	If needed, considered complete upon approval of FARR by ERO.

EASTERN NEIGHBORHOODS DEIR MITIGATION MEASURES IDENTIFIED IN THE EIR

EN DEIR Mitigation Measure F-4: Siting of Noise-Sensitive Uses

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Sponsor	Prior to issuance of first DBI permit.	Project Sponsor to retain qualified acoustical consultant to prepare analysis.	Project Sponsor, Acoustical consultant, ERO, DBI	Considered complete upon approval of analysis by ERO.
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MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>EN DEIR Mitigation Measure F-5: Siting of Noise-Generating Uses</i>					
To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.	Project Sponsor	Prior to issuance of first DBI permit.	Project Sponsor to retain qualified acoustical consultant to prepare assessment.	Project Sponsor, Acoustical consultant, ERO, DBI	Considered complete upon approval of analysis by ERO.
<i>EN DEIR Mitigation Measure F-6: Open Space in Noisy Environments</i>					
To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4 , require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.	Project Sponsor	Prior to issuance of building permit.	Project Sponsor to implement site design than reduces noise in on-site open space.	Project Sponsor, Planning Department, DBI.	Considered complete upon approval of analysis by ERO.

EXHIBIT B: IMPROVEMENT MEASURES MONITORING AND REPORTING PROGRAM

Improvement Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Monitor Schedule	Monitor Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
B-1 IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR					
VISUAL QUALITY AND URBAN DESIGN					
<i>Improvement Measure B-1: Electrical Infrastructure Visual Effect</i>					
The power poles and lines that extend along 16th Street could be considered by some as unaesthetic elements in existing views, and could become more visually discordant in relation to the proposed project, since they would partially obstruct views to and from the project, most prominently in views along 16th Street. The project sponsor would relocate the poles and wires located on the segment of 16th Street between Hubbell and 7th Streets underground in order to improve the visual landscape within the project area	Project Sponsor	During construction.	Project Sponsor to relocate poles and wires located on the segment of 16th Street between Hubbell and 7th Streets underground.	Project Sponsor, DBI	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
TRANSPORTATION					
<i>Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)</i>					
While the proposed project would not make a considerable cumulative contribution to this impact at this location, under 2025 Cumulative conditions, this unsignalized intersection would operate unsatisfactorily. To improve intersection operations under cumulative conditions, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 cumulative conditions.	Project Sponsor	Prior to issuance of first certificate of occupancy or as requested by DPT upon commencement of the study, whichever is earlier.	Project Sponsor to fund its "fair share" (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Mississippi.	Project Sponsor, Planning Department, DPT.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.
The project sponsor would be responsible for funding its "fair share" (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Pennsylvania. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCOTT and other appropriate City agencies.					
<i>Improvement Measure C-2: Pedestrian Safety</i>					
As traffic conditions increase within the study area, pedestrians may have greater difficulty crossing major arterial and connector streets. Although the signaling of both of the intersections at 16th/7th/Mississippi (as part of the Mission Bay	Project Sponsor	Prior to issuance of first certificate of occupancy.	Project Sponsor, in coordination with DPT, to paint	Project Sponsor, DPT, DBI	Considered complete upon receipt by

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Improvement Measures	Responsibility for Implementation	Monitor Schedule	Monitor Action	Monitoring/Reporting Responsibility	Monitoring Schedule
development) and 16th/De Haro (as part of the 450 Rhode Island development), would improve pedestrian crossings along 16th Street, the project sponsor would be required to coordinate with DPT in order to arrange for the painting of a crosswalk at the intersection of 16th and Connecticut Streets to further improve pedestrian safety when crossing 16th Street.			crosswalk at intersection of 16 th and Connecticut Streets.		Planning Department of final monitoring report at completion of construction.
<i>Improvement Measure C-3: Construction Traffic</i>					
Any construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of DPT, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the proposed project.	Project Sponsor/Construction Contractor(s)	During construction	Project Sponsor/Construction Contractor(s) to meet with Traffic Engineering Division of DPT, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion.	Project Sponsor/Construction Contractor(s), Planning Department.	Considered complete upon receipt by Planning Department of final monitoring report at completion of construction.

AIR QUALITY

Improvement Measure D-1: Local Air Emissions

While the effects of local air emissions on the proposed project were determined to be less-than-significant, such effects would be further reduced with the installation of a filtered air supply system to maintain all residential units that both front and are oriented toward 7th Street under positive pressure. The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, shall include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor shall present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor would also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.	Project Sponsor/	During design development and following construction.	Project Sponsor to retain qualified engineer to design ventilation system. Project Sponsor to present a plan that ensures ongoing maintenance plan and disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.	Project Sponsor, DBI	Considered complete upon receipt of DBI's review and acceptance of ventilation system.
--	------------------	---	---	----------------------	--

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Monitor Schedule	Monitor Action	Monitoring/Reporting Responsibility	Monitoring Schedule
----------------------	-----------------------------------	------------------	----------------	-------------------------------------	---------------------

NOISE

Recommended Improvement Measure 1: Interior Noise Levels *

Because occupants of the proposed residential units, particularly those fronting 7th Street, would be subject to noticeable single-event railroad noise, namely noise from Caltrain rail cars, the engine and at-grade whistle blasts, the Planning Commission could require the project sponsor to implement improvements that would reduce interior noise levels potentially experienced by occupants. These improvements would include exterior walls of a double-stud construction and windows with an STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the train tracks. This would require two windows with an airspace on the order of six to eight inches between the panes. An alternative to this improvement measure would be to have an interior corridor in the buildings along 7th Street and eliminate residential windows on that façade.

Project Sponsor

During design development.

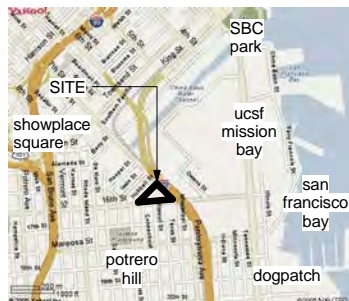
Project Sponsor to implement improvements for exterior walls and windows along 7th Street.

Project Sponsor, DBI

Considered complete upon receipt of DBI's review and acceptance of noise reduction improvements.



VICINITY MAP



PROJECT DESCRIPTION

Site is located at 1000 16th Street in San Francisco, CA.
 Proposed use is for a 6 story mixed-use residential with neighborhood serving retail/PDR public park proposed for Daggett Street right of way.

Planning case: No. 2003.0527C,
 Zoning: UMU and PDR 1-G along Hubbell St.
 Zoning height: 68-x
 Parcel size: 3.15 acres (does not include Daggett ROW)
 Maximum no. of units allowed: 470 rental units
 Parking spaces: 306
 Bike parking: 470
 Care share pods: 4

Date of Revised Submission: July 18, 2011

PROJECT TEAM

PROPERTY OWNER / SPONSOR:
 Cherokee Mission Bay, LLC
 111 East Hargett Street
 Raleigh, NC 27601
 919-743-2530 TEL.
 attn: Bret Batchelder

UrbanGreen Devco, LLC
 P.O.Box 1578
 Pacifica, CA 94044
 650-359-5358
 attn: Daniel E. Murphy

DEVELOPER / PROJECT CONTACT:
 Archstone
 333 Third Street, Suite 210
 San Francisco, CA 94107
 415 633 8404
 attn: Amir Massih

ARCHITECT:
 David Baker + Partners Architects
 461 Second Street, Loft c127
 San Francisco, CA 94107
 415.896.6700 TEL.
 415.896.6103 FAX
 attn: Kevin Wilcock

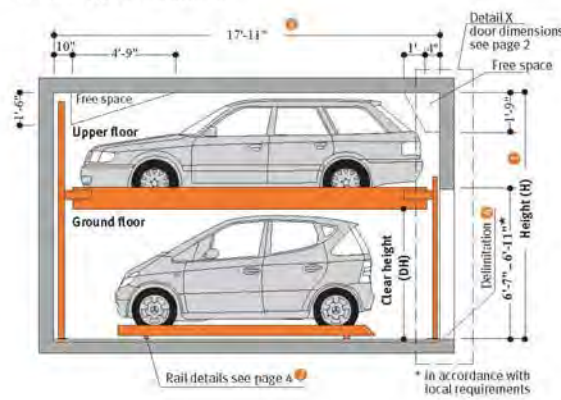
LANDSCAPE ARCHITECT:
 CMG Landscape Architecture
 589 Howard Street, Suite 5
 San Francisco, CA 94105
 415.495.3070 TEL.
 415.495.3080 FAX
 attn: Christopher Guillard

DRAWING LIST

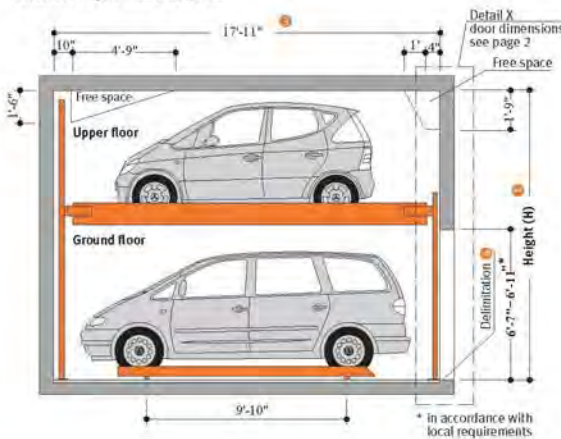
A1.0	Title Sheet	A2.2	Levels 4-6, Typical
A1.2	Project Data	A2.6	Roof Plan
A1.3	Planning Code Diagrams	A3.0	North Building Elevations
A1.4	Unit Exposure Diagrams	A3.1	North Building Elevations
A1.5	Site Context	A3.2	North Building Elevations
A1.6	Site Context - Linkages	A3.3	North Building Elevations @ Mews
A1.7	View from Corner of Hubbell and 16th Streets	A3.4	South Building Elevations
A1.8	Bike Station on Hubbell St.	A4.0	North Building Sections
A1.9	Pedestrian Mews and PDR Along Hubbell St	A4.1	South Building Sections
A1.10	Looking at Pedestrian Mews from Balcony	A5.0	Typical Unit Plans
A1.11	Looking at Pedestrian Mews from Daggett Right of Way	L1.0	Illustrative Site Plan
A1.12	Daggett Park	L2.0	Enlarged Site Plan - Daggett Park
A1.13	South Building from 7th and 16th Streets	L2.01	Daggett Park Sections
A1.15	7th Street View at Night	L2.1	Enlarged Site Plan - Corner Park
A1.16	7th St. and Hubbell St.	L3.0	Street Sections at 16th
A2.0	Ground Floor Plan	L3.1	Street Sections at Seventh
A2.1	Levels 2-3 Floor Plans	L3.2	Street Sections at Hubbell
		-	Survey (4 Sheets)

PARKING LIFT DATA

Standard Type P210-2,0/345



Exclusive Type P210-2,0/405



Product Data
Parking Automat
P210

Number of parking spaces:
min. 3 to max. 20 vehicles

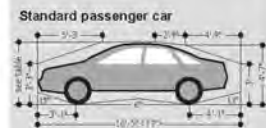
Dimensions:
All space requirements are minimum finished dimensions. Tolerances for space requirements are plus 1" minus 0.

TYPE	H	DH**
P210-2,0/345*	11'-4"	5'-9"
P210-2,0/405	13'-3"	6'-11"

Suitable for:
Standard passenger car, station wagon/
Van. Height and length according
to contour.

TYPE	CAR HEIGHT	
	Upper Floor	Ground Floor
P210-2,0/345*	4'-11"	5'-5"
P210-2,0/405	5'-9"	6'-7"

WIDTH: 6'-3"
WEIGHT: Max. 4400 / 5720 LBS
WHEEL LOAD: Max 1100 / 1430 LBS



Standard passenger cars are vehicles without any sports options such as spoilers, low profile tires etc.

KLAUS
multiparking
KLAUS MULTIPARKING INC.
3652A CHESTNUT STREET
LAFAYETTE CA. 94549
Phone: 925-284-2092
Fax: 925-284-8365
Internet: www.parklift.com

- Notes
- If height H is larger, vehicles with the maximum height as applicable for the ground floor can be parked on the upper floor or the extra space can be used for pipes and ducts.
 - Tolerances for the evenness of the carriageway (floor) must be strictly complied with.
 - Special model for cars up to a length of 17' : total length 18'-7".
 - 4" wide yellow stripe recommended at edge of machine (BUYER)
 - Standard is 4400 lbs; 5720 lbs is available



P210 EXAMPLE

PROJECT BUILDING AREAS

This scheme is designed under the Eastern Neighborhoods Urban Mixed Use (UMU) zoning requirements.

Project site area along Hubbell is in PDR-1-G District.

Construction Type:
-Five floors of Type III-A over a Type I parking podium.

Site Area (assumed parcelization)

	SF	Acres
1) North Parcel	120,280	2.76
2) South Parcel	17,070	0.39
Total Site Area	137,350	3.15

Area Tabulations - NET **

Total Area	
Circulation	70067 SF
Common Space	6575 SF
Garage	62164 SF
Residential	340787 SF
Retail	14144 SF
Service	25581 SF
SEW *	7385 SF
Stair and Elevator	10860 SF
Grand total	537562 SF

North Building Area Tabulation

Circulation	59310 SF
Common Space	5899 SF
Garage	62164 SF
Residential	288796 SF
Retail	5642 SF
Service	21851 SF
SEW *	7385 SF
Stair and Elevator	7306 SF
Grand total	458353 SF

South Building Area Tabulation

Circulation	10757 SF
Common Space	676 SF
Residential	51991 SF
Retail	8502 SF
Service	3729 SF
Stair and Elevator	3555 SF
Grand total	79209 SF

* NOTE: The PDR zoning district (32' deep frontage along Hubbell Street) allows Small Enterprise Workplaces (SEW) spaces comprised of discrete workspace units available for flexible use, including office, provided that 50% of said units are no more than 500 GSF while the remaining 50% of units no more than 2,500 GSF. For more information, see Section 227 of SF Planning Code.

**NET square footages calculated to inside of wall face and does not include area where walls are located.

II-B. Approximate Floor Area Ratios (Sec. 124) ***

	GSF	Parcelization	F.A.R.
1) North	483,042	120,280	4.09
3) South	82,147	17,070	4.81
Allowable			5.0

*** Gross Square Footages used for FAR calculation and are tabulated per Section 102.9.

Approximate Average Unit Area Summary

	Residential Area	Unit Count	Average Unit Area
1) North Parcel	288,802	402	718
2) South Parcel	51,991	65	800
Total	340,754	467	730

Unit Tabulation

Name	Area	Count	%
1 BR	128533 SF	202	42.7%
2 BR	174930 SF	188	40.2%
Flex	12547 SF	28	6.4%
Studio	24777 SF	49	10.7%
Grand total: 467	340787 SF	467	100%

PER SEC. 207.6 OF SF PLANNING CODE - NO DENSITY CONTROLS APPLY IN U.M.U. ALTHOUGH UNIT MIX SUBJECT TO REFERENCED CODE SECTION.

North Building

Name	Area	Count
Level 1		
Flex	12547 SF	28
Level 2		
1 BR	20412 SF	33
2 BR	29353 SF	32
Studio	4493 SF	9
	54258 SF	74

Level 3		
1 BR	21133 SF	34
2 BR	29415 SF	32
Studio	4493 SF	9
	55041 SF	75
Level 4		
1 BR	21175 SF	34
2 BR	30403 SF	33
Studio	4493 SF	9
	56071 SF	76

Level 5		
1 BR	20584 SF	33
2 BR	30631 SF	33
Studio	4493 SF	9
	55709 SF	75
Level 6		
1 BR	20562 SF	33
2 BR	30612 SF	33
Studio	3996 SF	8
	55170 SF	74
	288796 SF	402

South Building

Name	Area	Count
Level 2		
1 BR	4982 SF	7
2 BR	4906 SF	5
Studio	562 SF	1
	10450 SF	13

Level 3		
1 BR	4964 SF	7
2 BR	4855 SF	5
Studio	562 SF	1
	10381 SF	13

Level 4		
1 BR	4835 SF	7
2 BR	4925 SF	5
Studio	562 SF	1
	10322 SF	13

Level 5		
1 BR	4895 SF	7
2 BR	4905 SF	5
Studio	562 SF	1
	10362 SF	13

Level 6		
1 BR	4990 SF	7
2 BR	4924 SF	5
Studio	562 SF	1
	10476 SF	13
	51991 SF	65

PROJECT PARKING

Preliminary Parking Tabulation (Sec 151.1)

Total Parking (Sec 151.1)

Maximum Parking Allowed
Residential
1 x 25 2BR's > 1,000SF = 25
.75 x 163 2BR's = 122
.75 x 200 1BR's = 150
.5 x 80 Studios = 40
PDR / Retail
1 per 500 SF < 20,000 SF
plus 1 per 250 SF > 20,000 SF
25,698 SF / 500 = 51

Total Allowed 388 spaces

Actual Parking Provided
Retail Spaces = 0
Mechanical Lift Spaces = 284
Handicap Spaces = 12
Standard = 3
Compact = 7
Total Provided = 306 spaces

Off Site Street Parking = 38 spaces

Handicap Accessible Parking

required
1 per 25 (294/25)
= 12 spaces

provided
= 12 spaces

Car Share (Sec 166)

req'd = 4 spaces*

provided = 4 spaces

* 2 CAR SHARE SPACES REQUIRED FOR EVERY 200 DWELLING UNITS. 1 ADDITIONAL SPACE IS REQUIRED FOR EVERY 200 DWELLING UNITS OVER 200.

Loading (Sec 152.1)

North Building

req'd 2 provided 0**

South Building

req'd 0 provided 0**

** Loading to be provided off-site at curb located on Hubbell and 7th.

1 on Hubbell St
2 on 7th St

Bicycle Parking (Sec 155.5)

North Building

req'd provided
Residential: 114 378 max.
Retail: 0* 0
*4,874 SF < 25,000 SF

South Building

req'd provided
Residential: 16 92 max.
Retail: 0* 0
*7,394 SF < 25,000 SF

* NOTE: RETAIL BIKE PARKING REQUIRED FOR SPACES OVER 25,000 SF



Archstone
Cherokee Mission Bay

Daggett Place

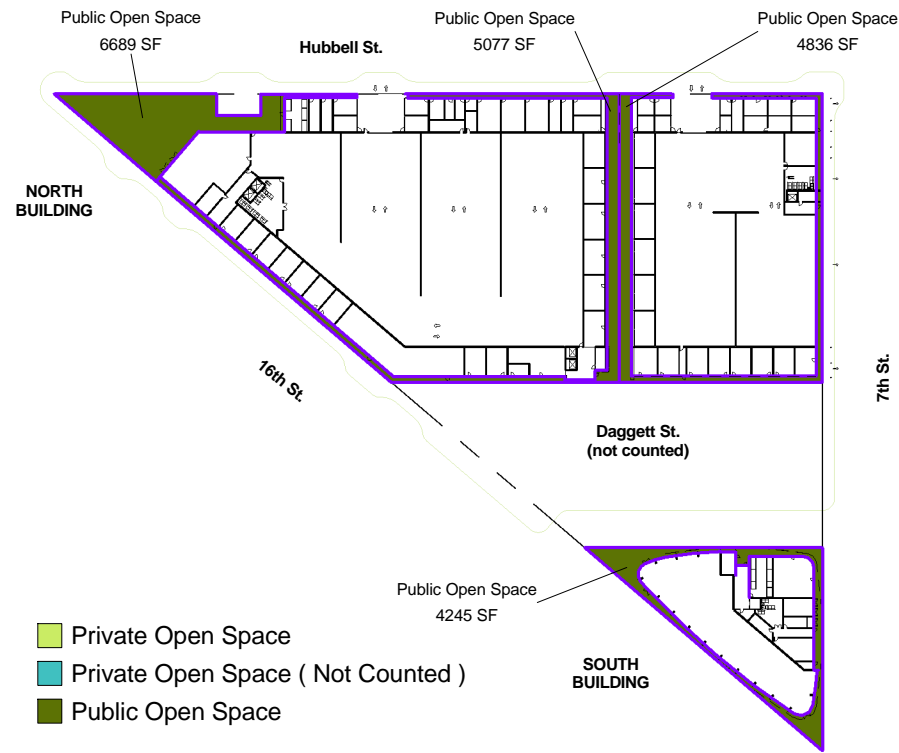
Project Data

Project Number: 20311

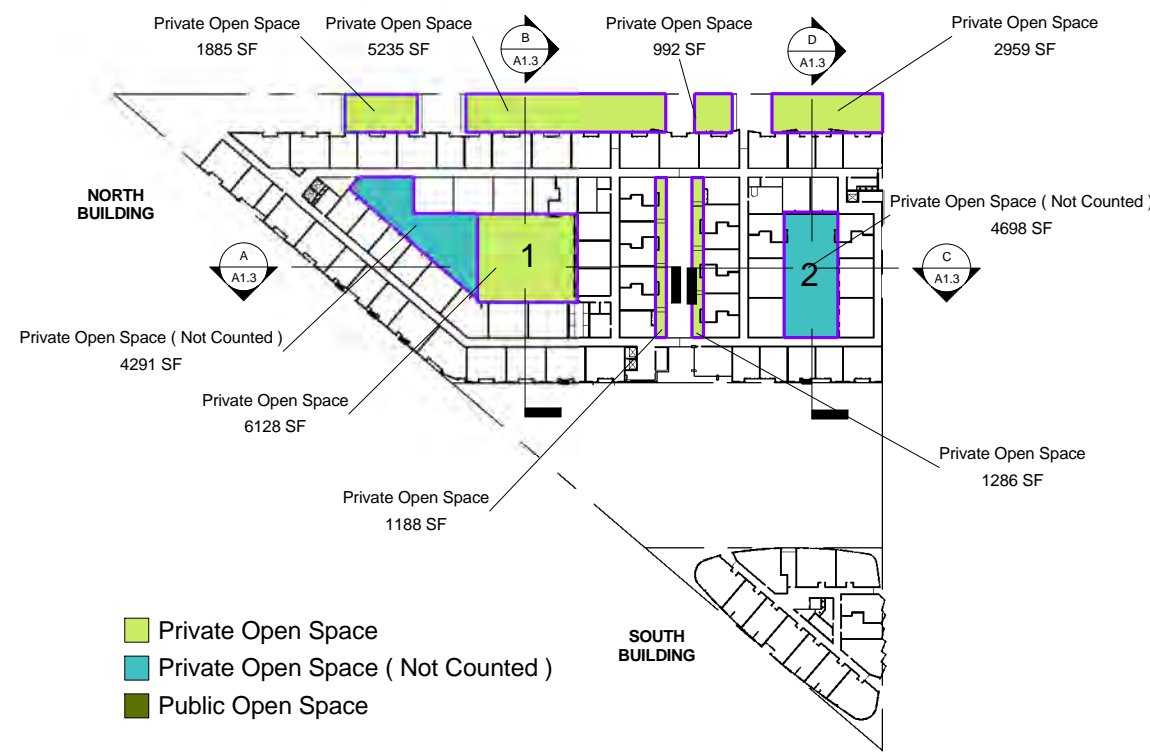
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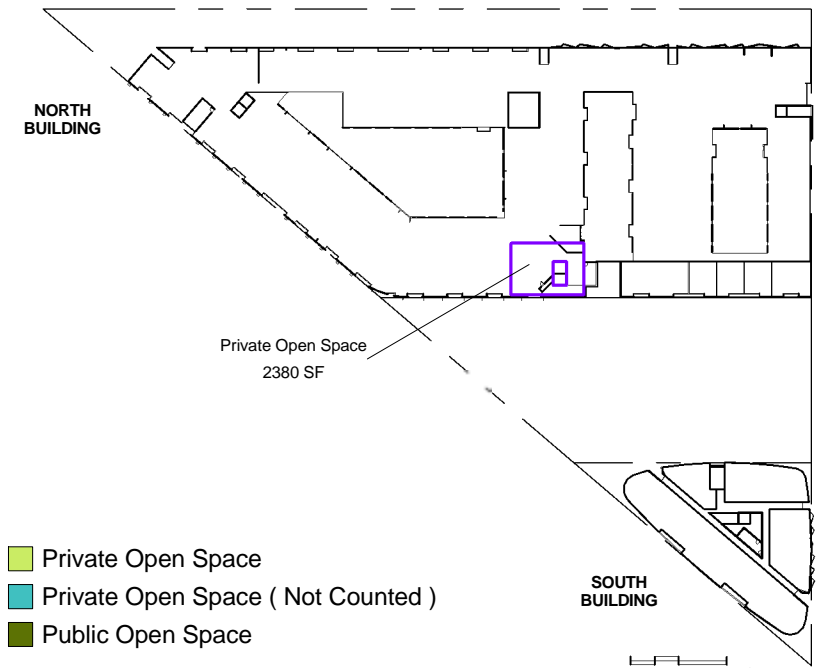
A1.2



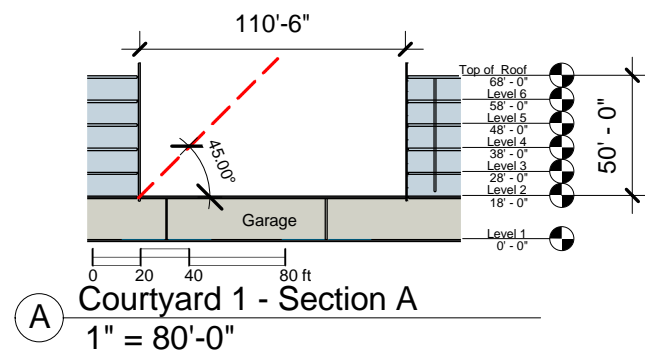
1 Ground Level Open Space Plan
1" = 160'-0"



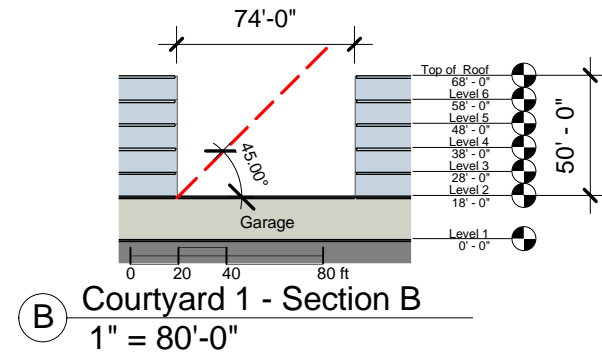
2 Podium Level Open Space Plan
1" = 160'-0"



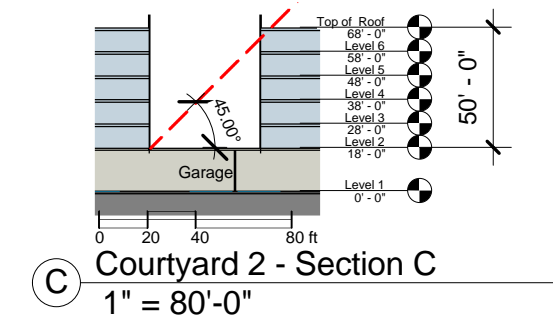
3 Roof Level Open Space Plan
1" = 160'-0"



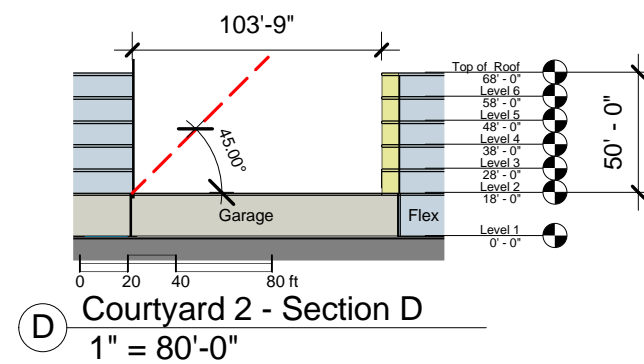
A Courtyard 1 - Section A
1" = 80'-0"



B Courtyard 1 - Section B
1" = 80'-0"



C Courtyard 2 - Section C
1" = 80'-0"



D Courtyard 2 - Section D
1" = 80'-0"

Open Space Area Tabulation	
Private Open Space (Not Counted)	8989 SF
North Building	
Private Open Space	22053 SF
Public Open Space	16601 SF
	38654 SF
South Building	
Public Open Space	4245 SF
	4245 SF
Grand total	51888 SF

Total Open Space	
Private Open Space	22053 SF
Private Open Space (Not Counted)	8989 SF
Public Open Space	20846 SF
	51888 SF

TOTAL CONFORMING PRIVATE & PUBLIC OPEN SPACE : 42,899 SF

Open Space Required (Table 135B)

Private Open Space
80 SF of usable open space per dwelling unit, if NOT publicly accessible.

22,053 SF / 80 SF = 276 Units Satisfied

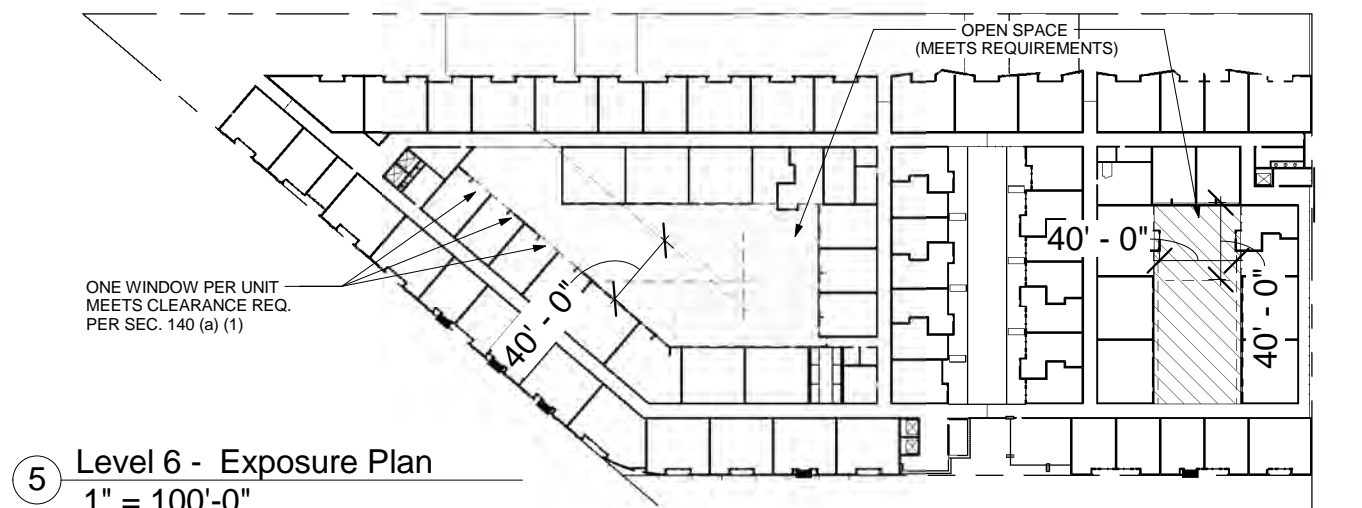
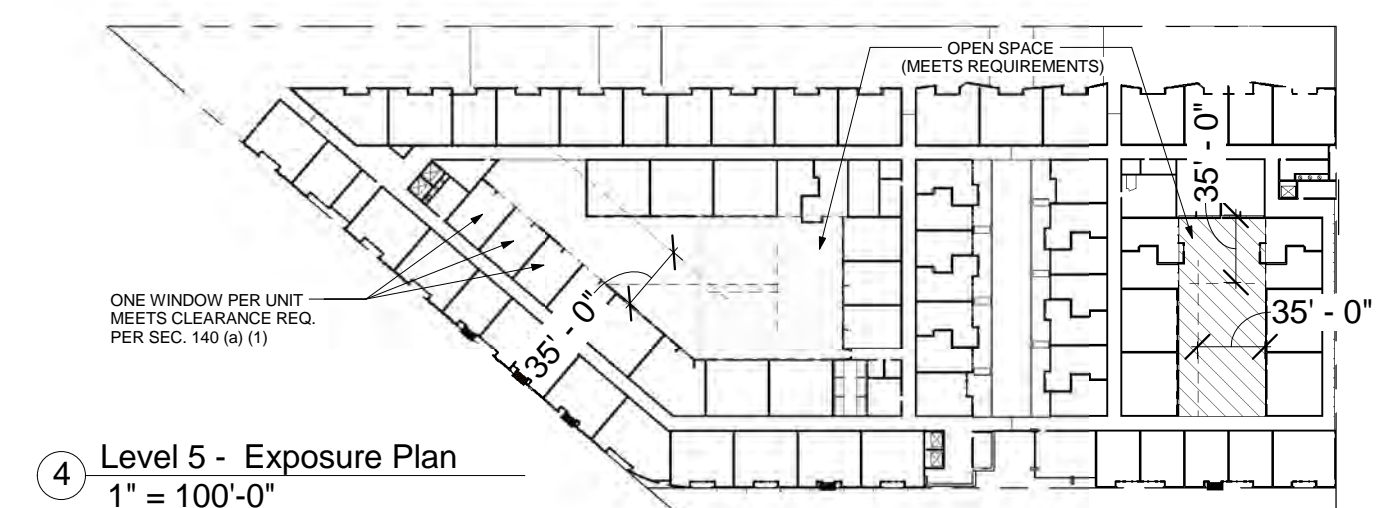
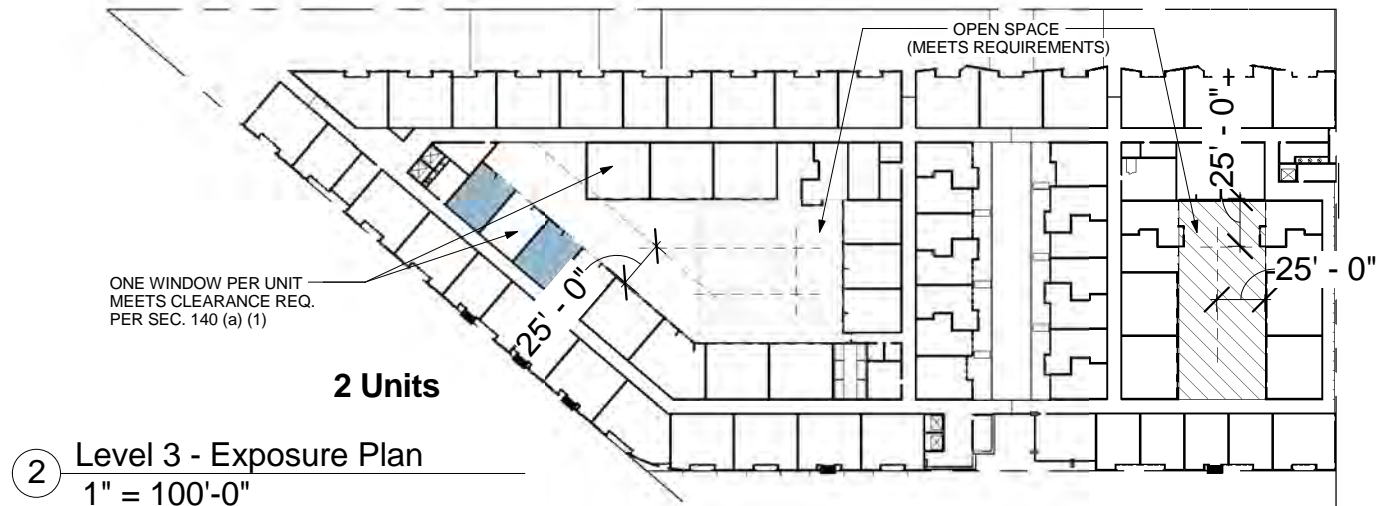
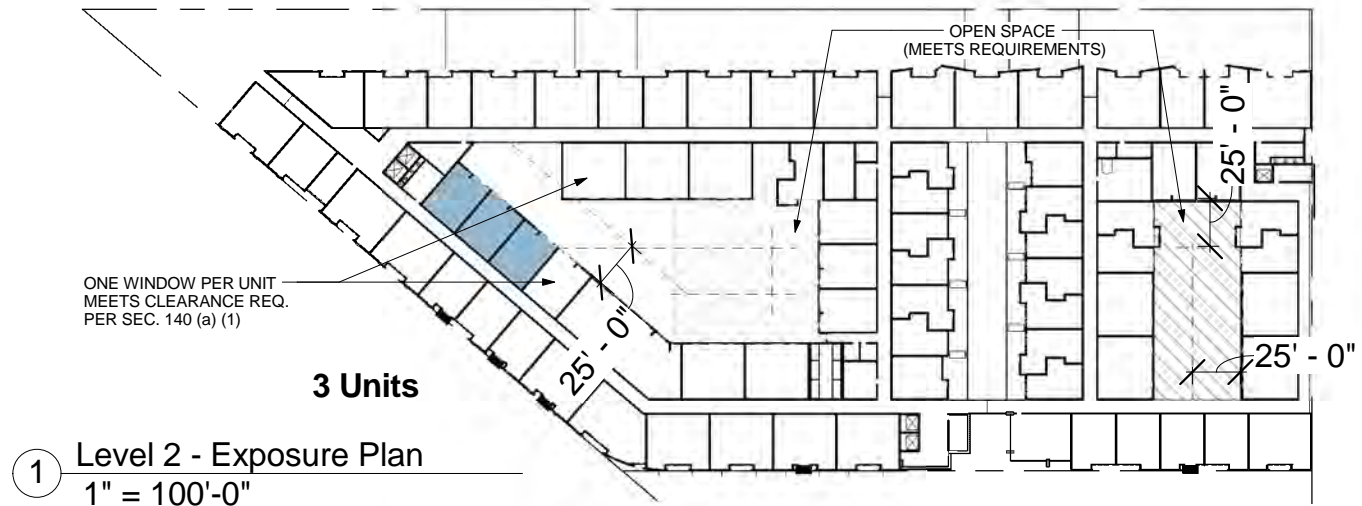
Public Open Space
54 SF of usable open space per dwelling unit, if publicly accessible.

20,846 SF / 54 SF = 386 Units Satisfied

Total of 662 Units satisfied, at an excess of 192 Units beyond the required 470 Units.

NOTES:

1. "Public Open Space" refers to publically accessible open space outlined by Table 135b of the SF Planning Code.
2. "Private Open Space" includes all open space accessible to building residents and includes both "common usable space" and "private usable space" as referred to in SF Planning Code Section 135 B (1) and (2).



7 UNITS DO NOT COMPLY.

NOTE: These diagrams illustrate the units that do not comply with Section 140 of the SF Planning Code



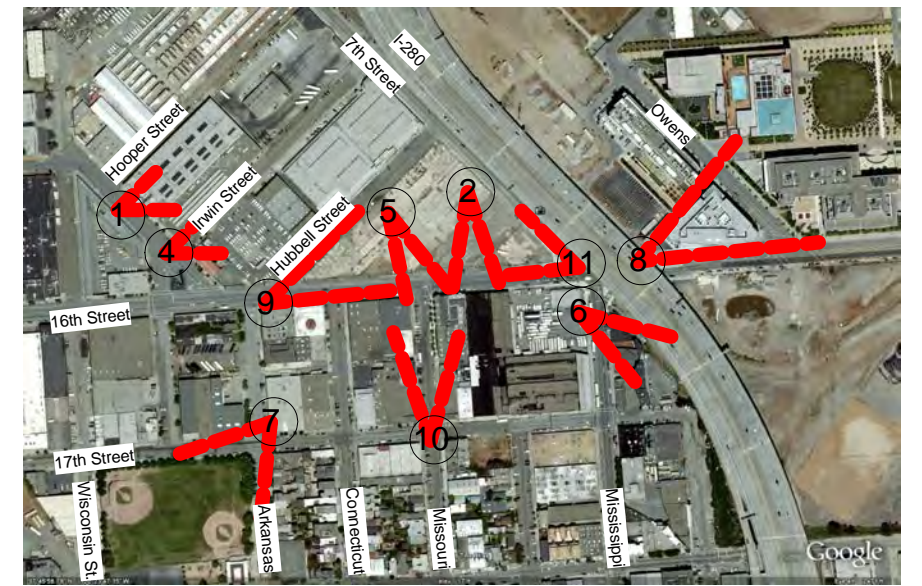
① California College of the Arts



② Live Work Lofts across 16th St.



③ Bottom of the Hill



Site Context Aerial



④ View down Irwin Street



⑤ Live Work Lofts across 16th St.



⑥ Lofts on Mississippi Street



⑦ Jackson Playground



⑧ UCSF Genentech Hall



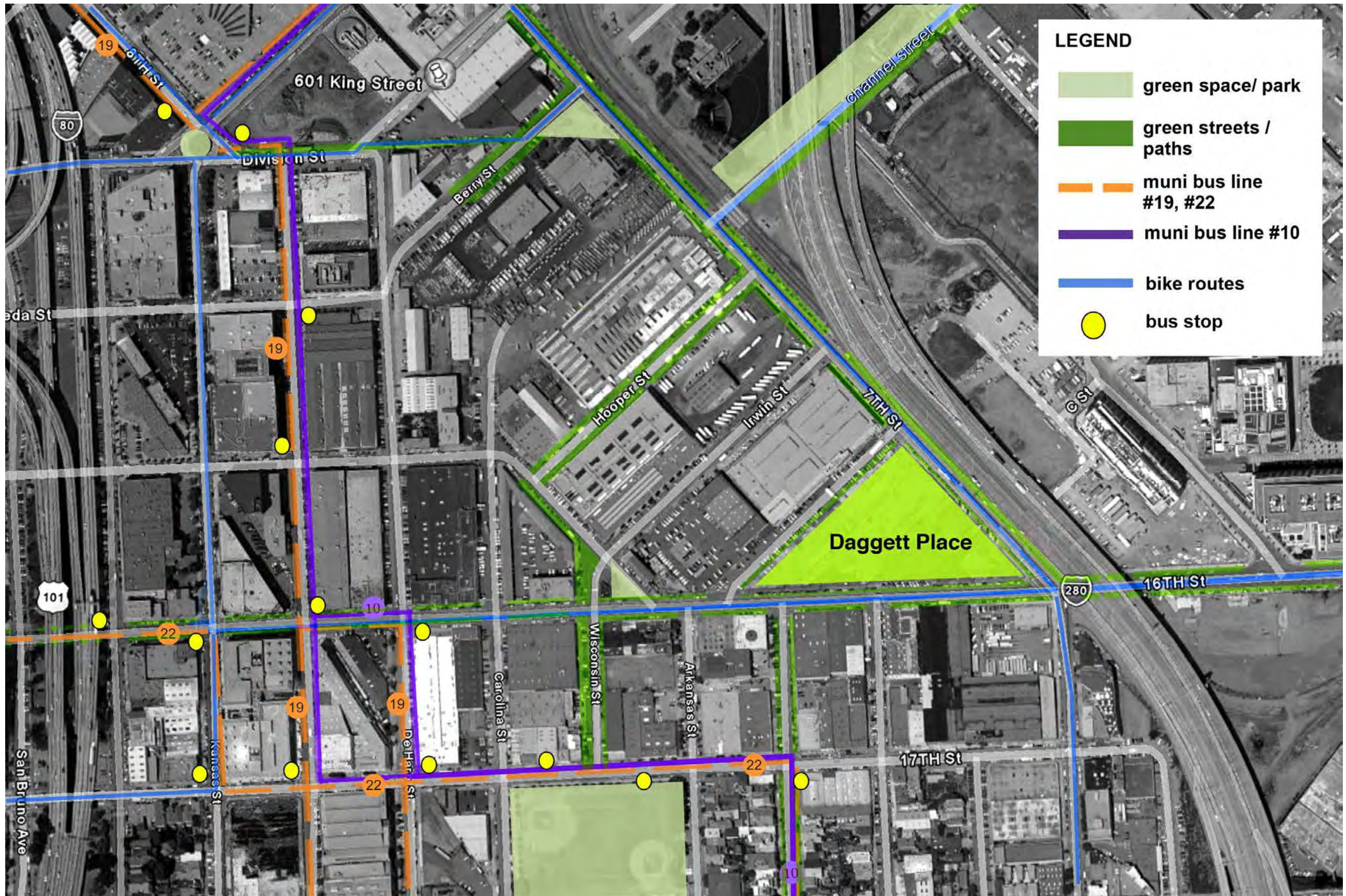
⑨ Panorama at 16th & Hubbell Streets

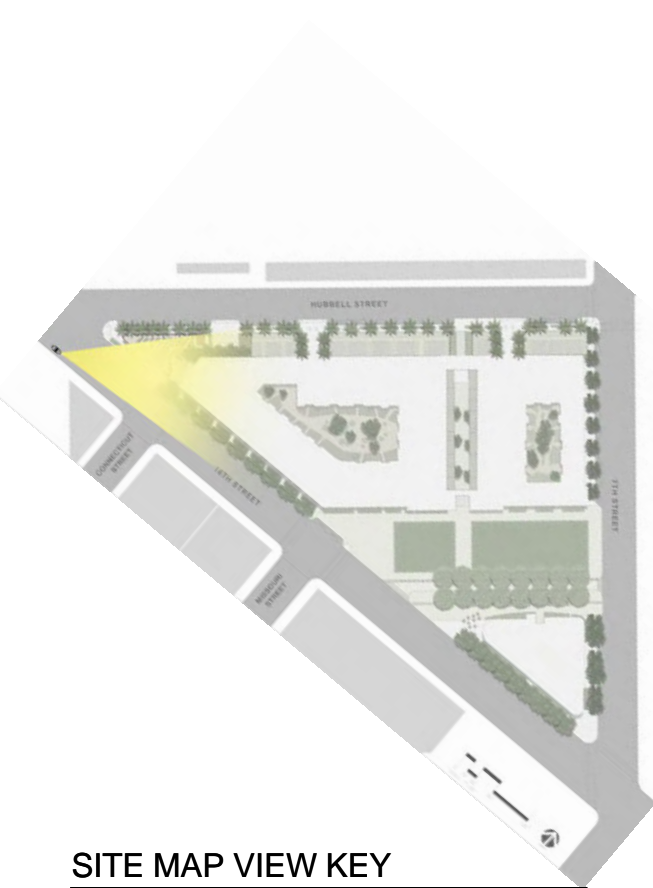


⑩ View down Missouri Street from 17th Street



⑪ Panorama at 16th & 7th Streets





SITE MAP VIEW KEY



Archstone
Cherokee Mission Bay

Daggett Place

View from Corner of Hubbell and 16th Streets

Project Number: 20311
Date: 07/18/11
Scale:

A1.7



SITE MAP VIEW KEY



Archstone
Cherokee Mission Bay

Daggett Place

Bike Station on Hubbell St.

Project Number: 20311
Date: 07/18/11
Scale:

A1.8



SITE MAP VIEW KEY



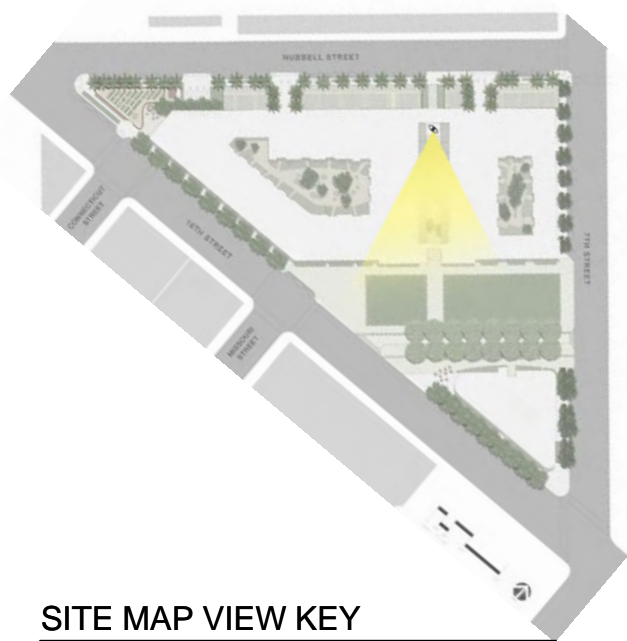
Archstone
Cherokee Mission Bay

Daggett Place

Pedestrian Mews and PDR Along Hubbell St

Project Number: 20311
Date: 07/18/11
Scale:

A1.9



SITE MAP VIEW KEY



Archstone
Cherokee Mission Bay

Daggett Place

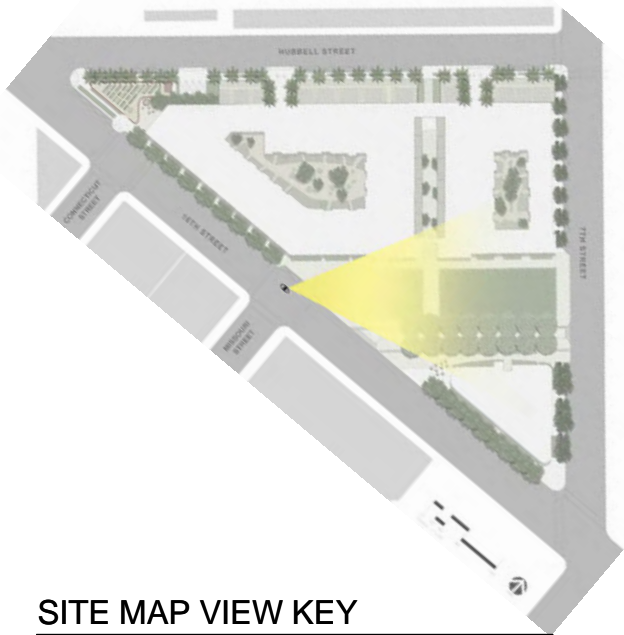
Looking at Pedestrian Mews from Balcony

Project Number: 20311
Date: 07/18/11
Scale:

A1.10



SITE MAP VIEW KEY



SITE MAP VIEW KEY



SITE MAP VIEW KEY



SITE MAP VIEW KEY



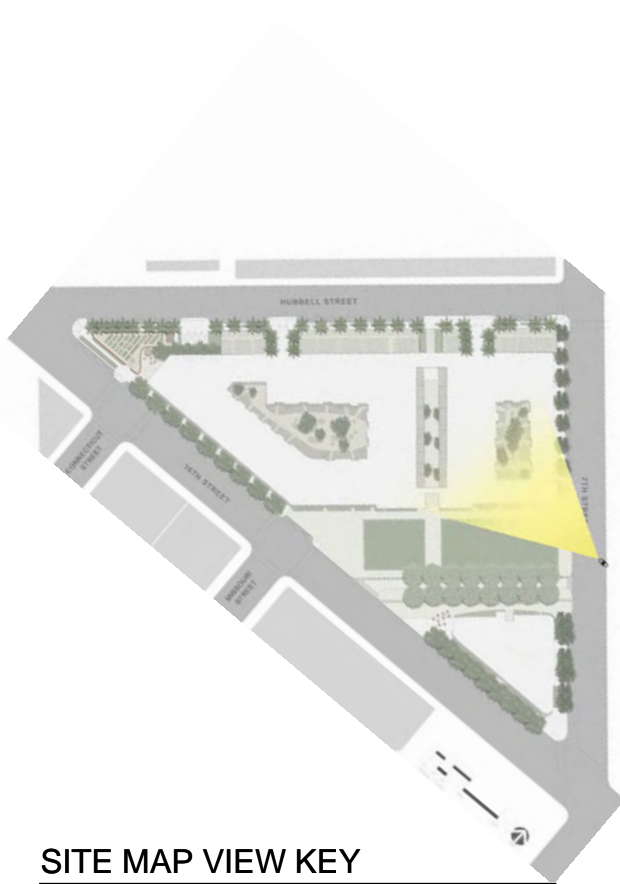
Archstone
Cherokee Mission Bay

Daggett Place

South Building- Looking from 7th St.

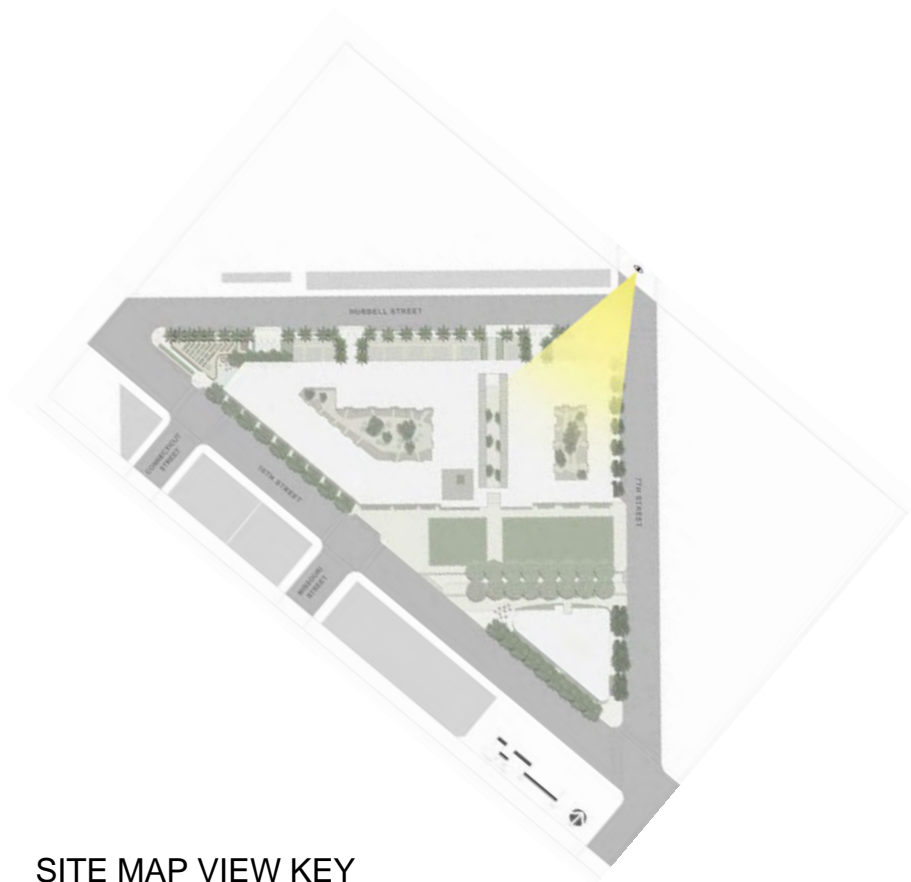
Project Number: 20311
Date: 07/18/11
Scale:

A1.14



SITE MAP VIEW KEY





SITE MAP VIEW KEY



Archstone
Cherokee Mission Bay

Daggett Place

7th St. and Hubbell St.

Project Number: 20311
Date: 07/18/11
Scale:

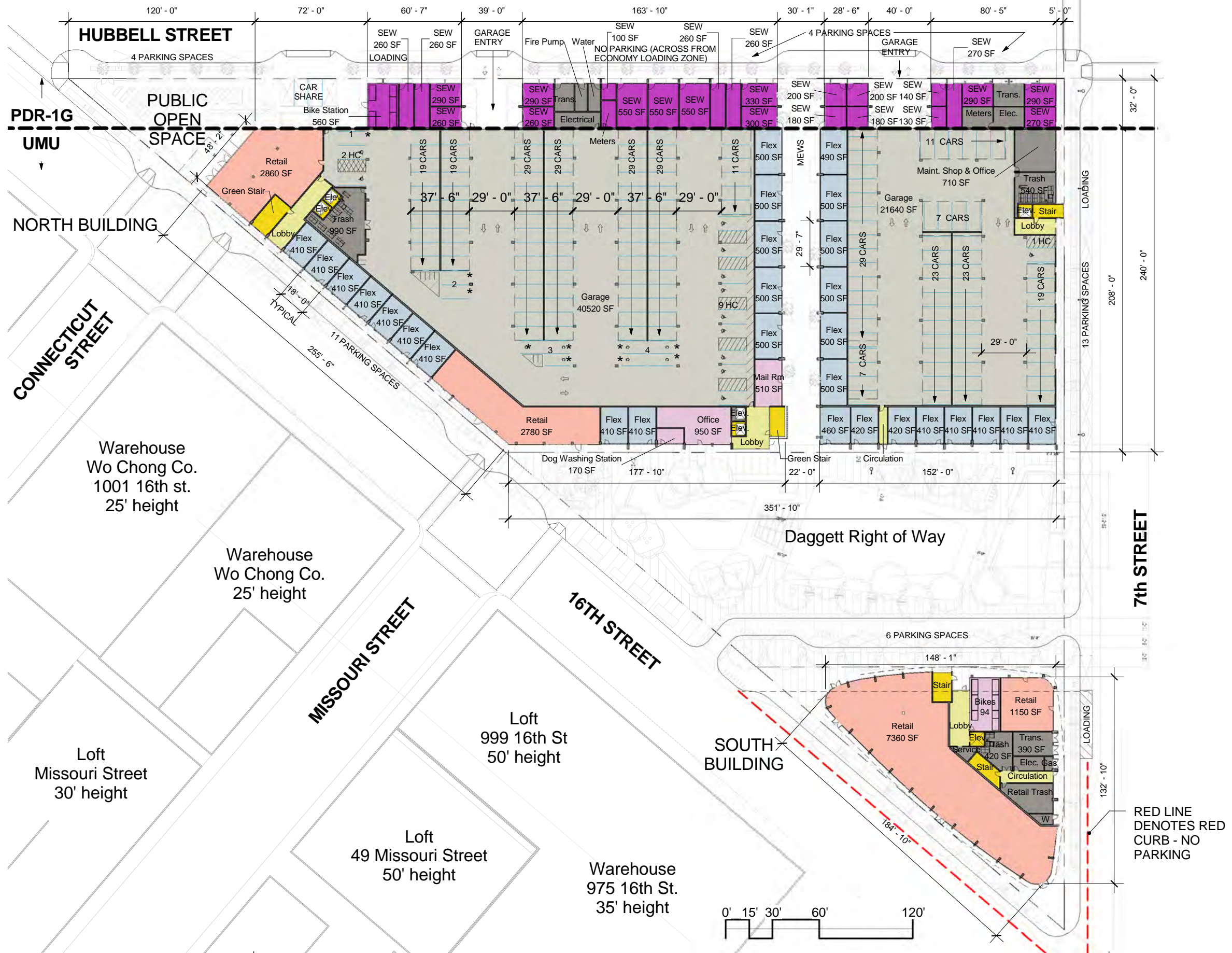
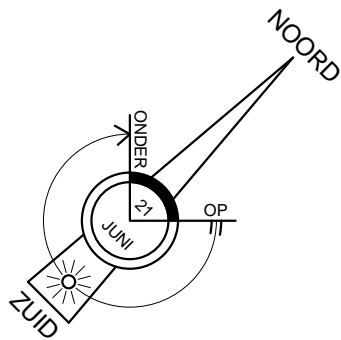
A1.16

Residential Unit Mix @ Ground Floor

Flex Units 28

* ELECTRIC CAR CHARGING STATION

- Circulation
- Common Space
- Garage
- Residential
- Retail
- Service
- SEW
- Stair and Elevator



Archstone
Cherokee Mission Bay

Daggett Place

Ground Floor Plan

Project Number: 20311
Date: 07/18/11
Scale: 1/64" = 1'-0"

A2.0



UNIT MIX PER FLOOR

Residential Unit Mix @ 3rd Floor

North	
1 BR	34
2 BR	32
Studio	9
Grand total	75

South	
1 BR	7
2 BR	5
Studio	1
Grand total	13

Grand total 88

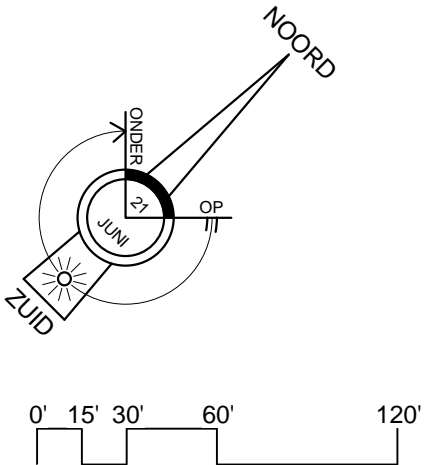
Residential Unit Mix @ 2nd Floor

North	
1 BR	33
2 BR	32
Studio	9
Grand total	74

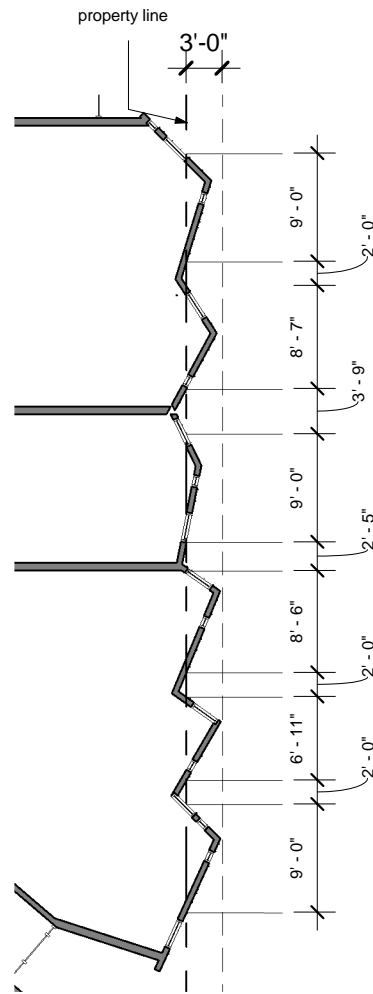
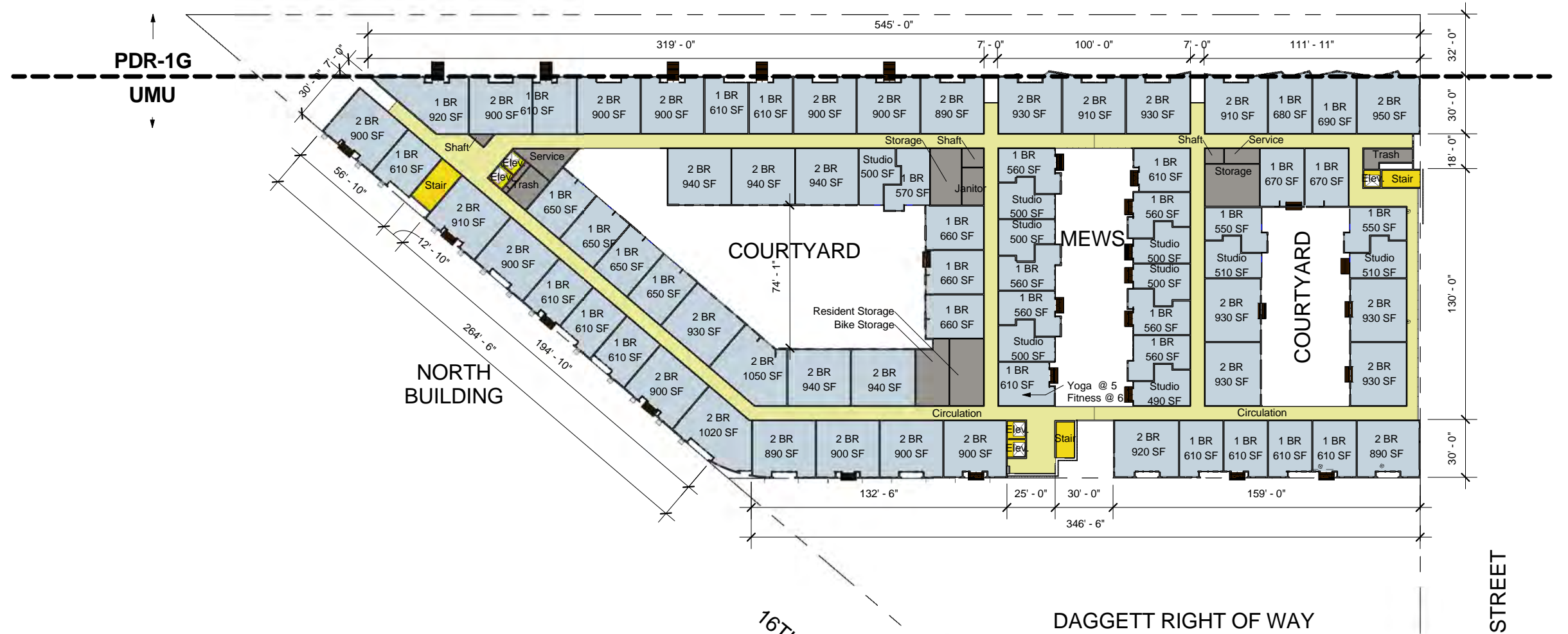
South	
1 BR	7
2 BR	5
Studio	1
Grand total	13

Grand total 87

- Circulation
- Common Space
- Garage
- Residential
- Retail
- Service
- SEW
- Stair and Elevator



HUBBELL STREET



2 Section 136 Compliance
1/16" = 1'-0"

UNIT MIX PER FLOOR

Residential Unit Mix @ 4th Floor

North	
1 BR	34
2 BR	33
Studio	9
	76
South	
1 BR	7
2 BR	5
Studio	1
	13
Grand total	89

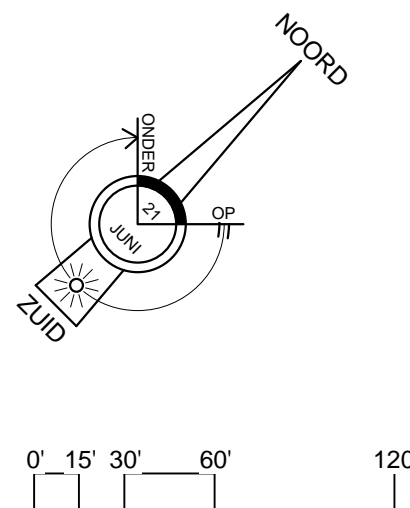
Residential Unit Mix @ 5th Floor

North	
1 BR	33
2 BR	33
Studio	9
	75
South	
1 BR	7
2 BR	5
Studio	1
	13
Grand total	88

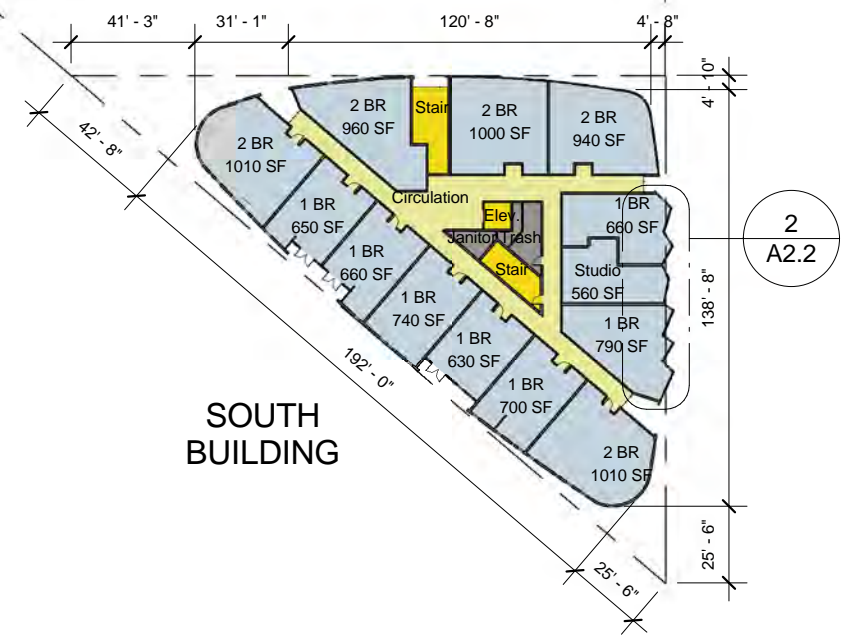
Residential Unit Mix @ 6th Floor

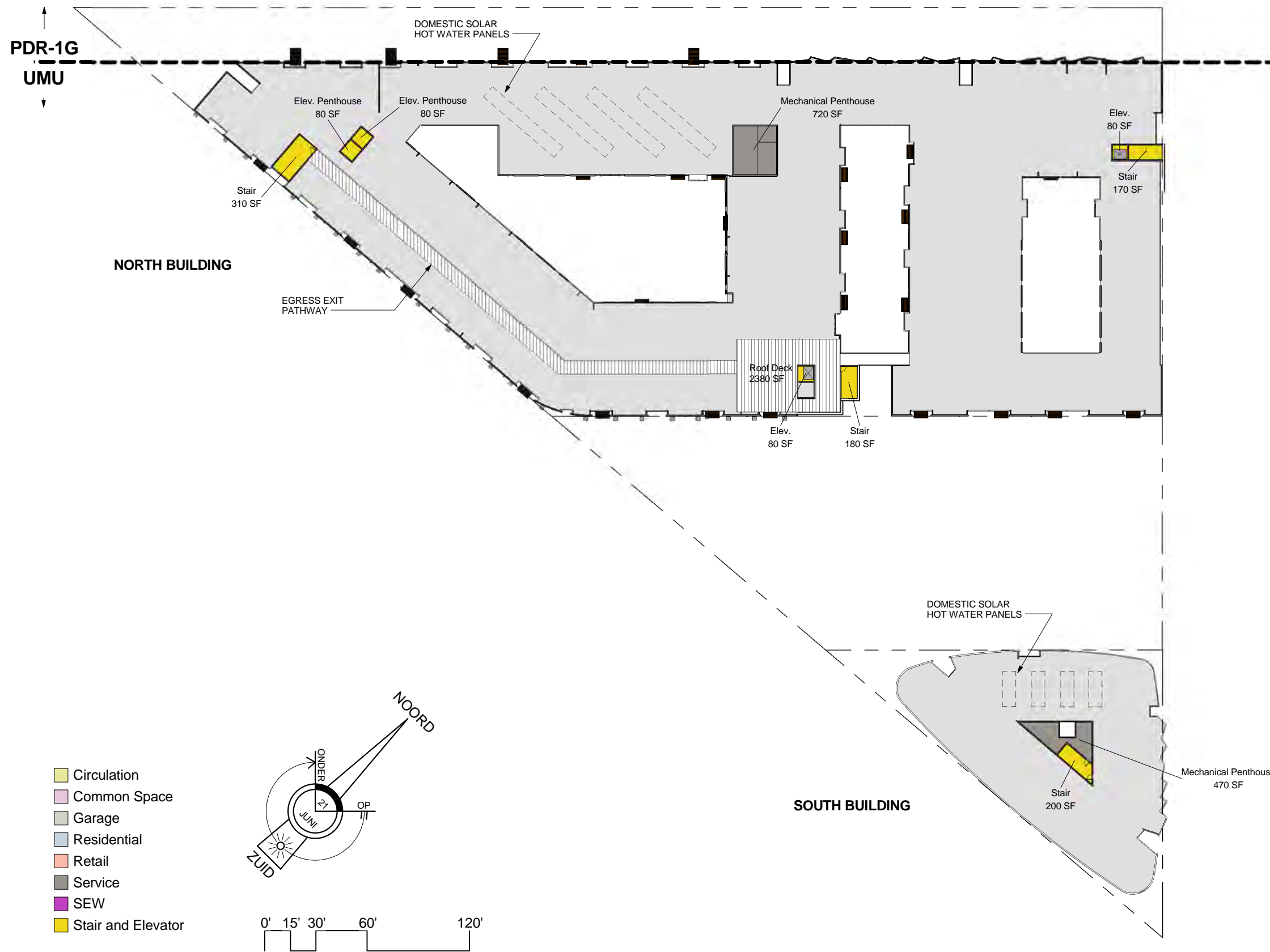
North	
1 BR	33
2 BR	33
Studio	8
	74
South	
1 BR	7
2 BR	5
Studio	1
	13
Grand total	87

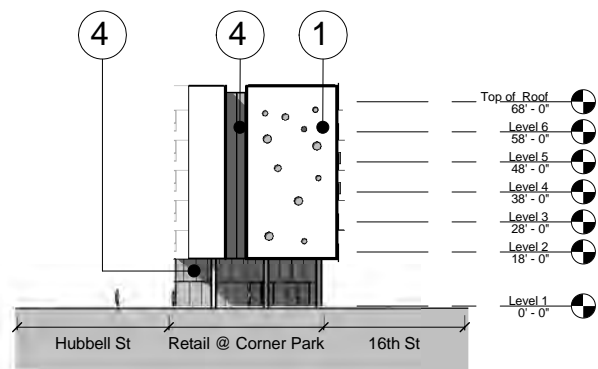
- Circulation
- Common Space
- Garage
- Residential
- Retail
- Service
- SEW
- Stair and Elevator



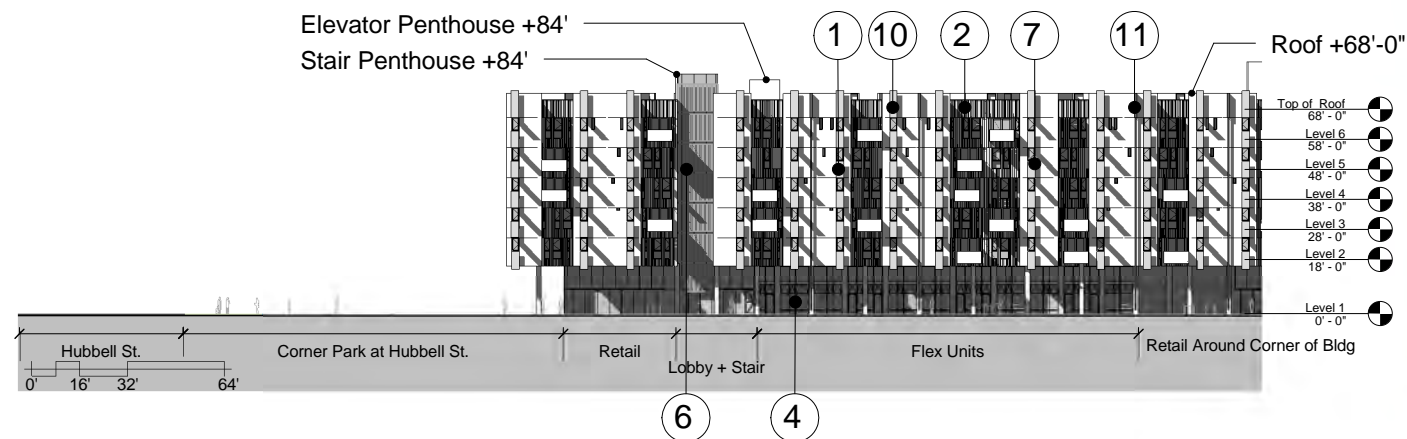
1 LEVEL 4 + 5
1/64" = 1'-0"







③ Corner Park @ 16th and Hubbell
1/64" = 1'-0"



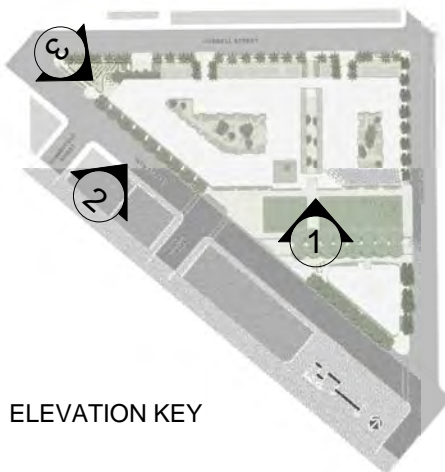
② 16th Street
1/64" = 1'-0"



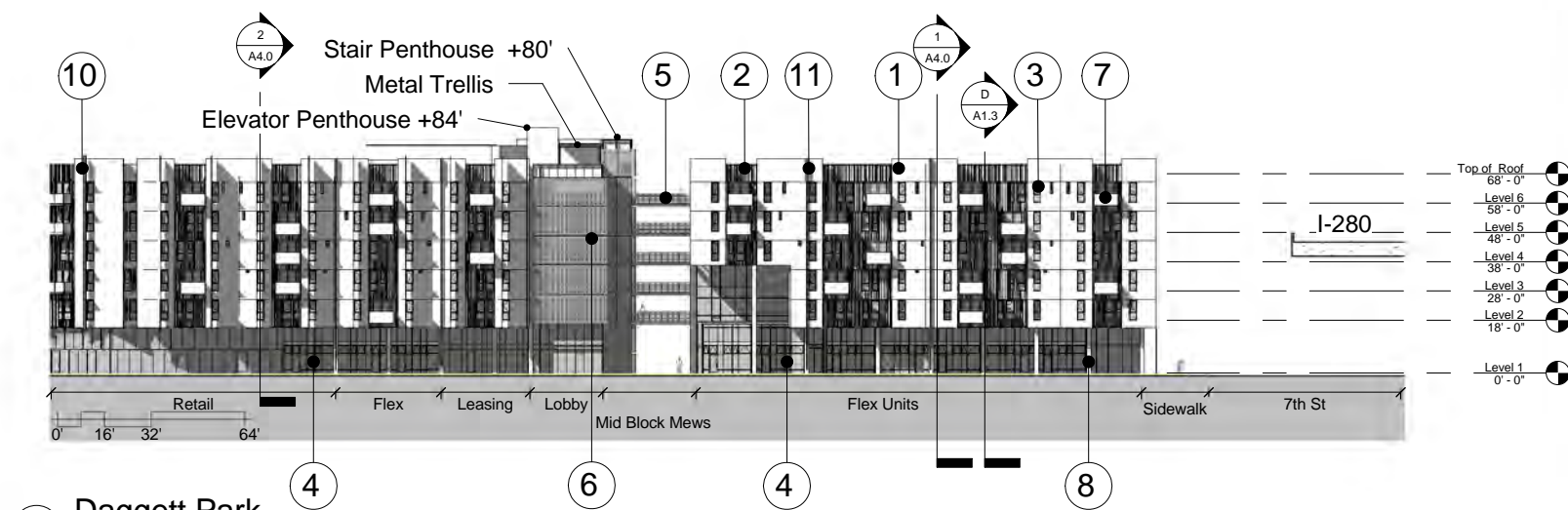
View of Corner Park/Retail @ 16th and Hubbell St

Materials Legend

- 1) COLORED CEMENT PLASTER
- 2) HARDI TRIM
- 3) ALUMINUM WINDOWS
- 4) STOREFRONT
- 5) METAL RAILING
- 6) METAL SCREEN WITH VINES
- 7) ALUMINUM PERF BALCONY
- 8) BOARD-FORMED CONCRETE
- 9) DUTCH DOOR
- 10) PERFORATED ALUMINUM SUN SHADES
- 11) PAINTED METAL DOWNSPOUT
- 12) CORTEN STEEL PLANTER
- 13) STANDING SEAM METAL



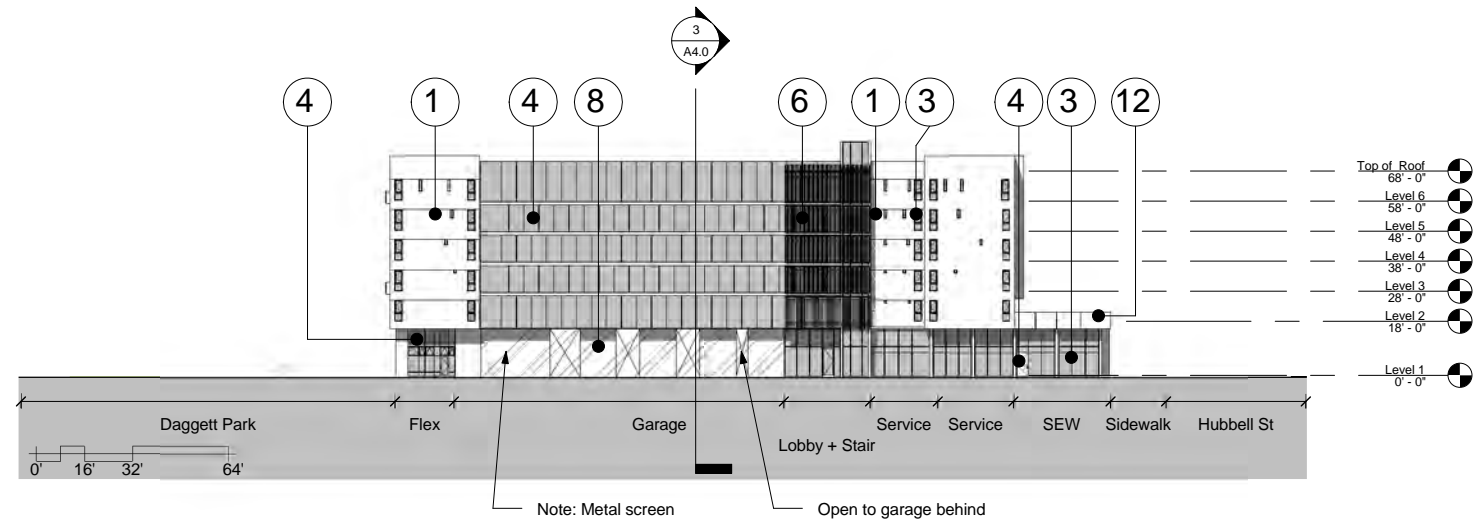
ELEVATION KEY



① Daggett Park
1/64" = 1'-0"



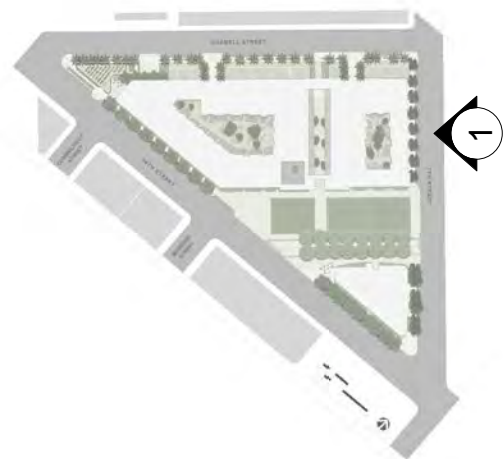
View of Lobby/Mews from Daggett Park



① 7th Street
1/64" = 1'-0"



View From 7th St. Looking NW



Materials Legend	
1)	COLORED CEMENT PLASTER
2)	HARDI TRIM
3)	ALUMINUM WINDOWS
4)	STOREFRONT
5)	METAL RAILING
6)	METAL SCREEN WITH VINES
7)	ALUMINUM PERF BALCONY
8)	BOARD-FORMED CONCRETE
9)	DUTCH DOOR
10)	PERFORATED ALUMINUM SUN SHADES
11)	PAINTED METAL DOWNSPOUT
12)	CORTEN STEEL PLANTER
13)	STANDING SEAM METAL

Materials Legend

- 1) COLORED CEMENT PLASTER
- 2) HARDI TRIM
- 3) ALUMINUM WINDOWS
- 4) STOREFRONT
- 5) METAL RAILING
- 6) METAL SCREEN WITH VINES
- 7) ALUMINUM PERF BALCONY
- 8) BOARD-FORMED CONCRETE
- 9) DUTCH DOOR
- 10) PERFORATED ALUMINUM SUN SHADES
- 11) PAINTED METAL DOWNSPOUT
- 12) CORTEN STEEL PLANTER
- 13) STANDING SEAM METAL



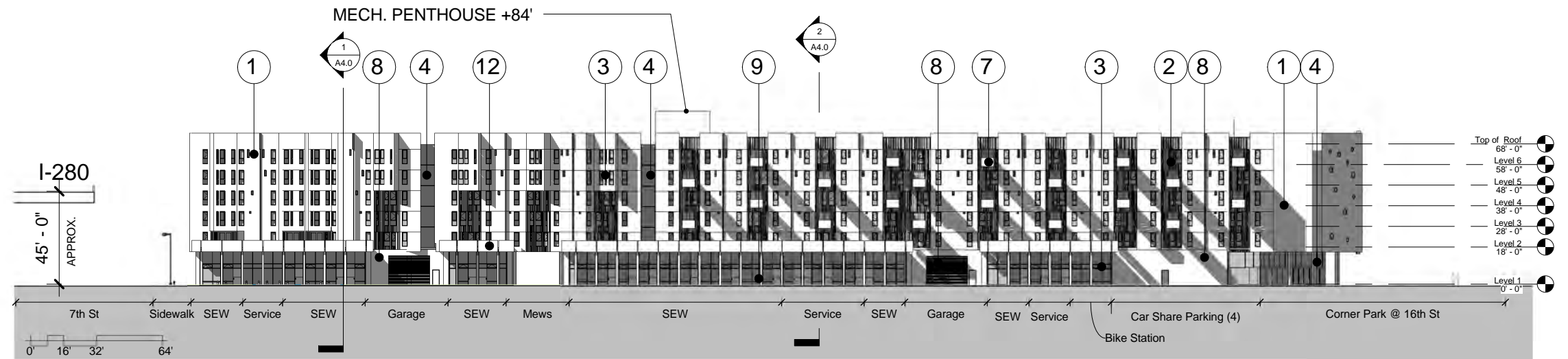
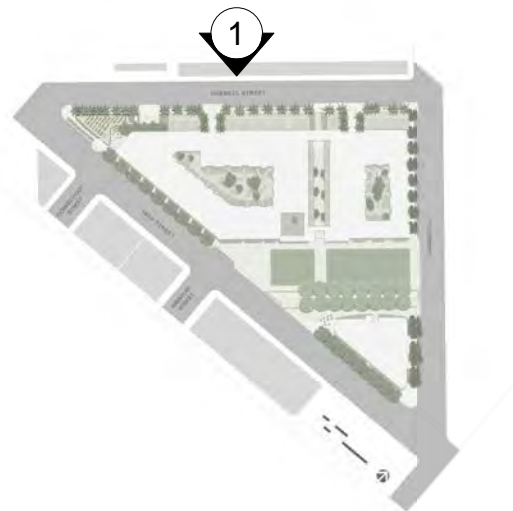
View from 7th across Hubbell Street



View From Hubbell St. toward Mews



Bike Station (SEW) on Hubbell Street



① Hubbell Street
1/64" = 1'-0"

ELEVATION KEY



Archstone
Cherokee Mission Bay

Daggett Place

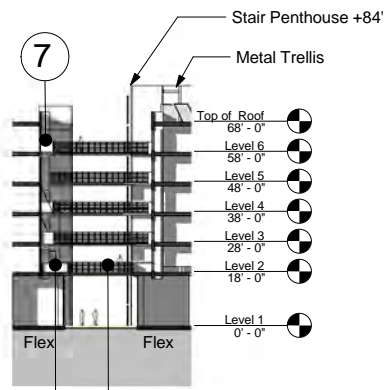
North Building Elevations

Project Number: 20311
Date: 07/17/11
Scale: As indicated

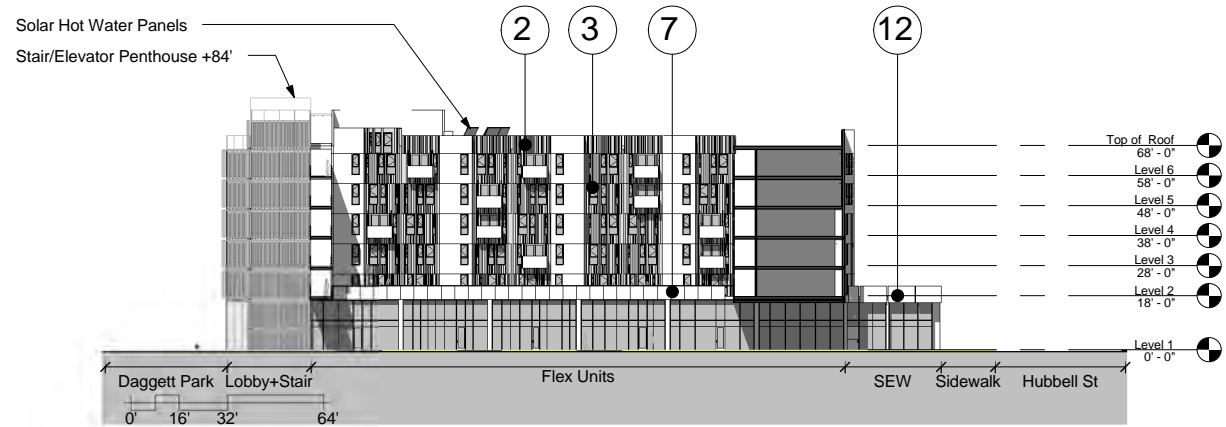
A3.2



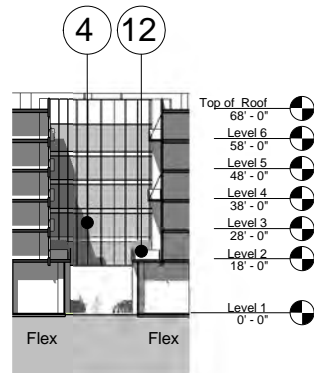
① Mews Looking East
1/64" = 1'-0"



③ Mews Looking to Daggett Park
1/64" = 1'-0"



② Mews Looking West
1/64" = 1'-0"



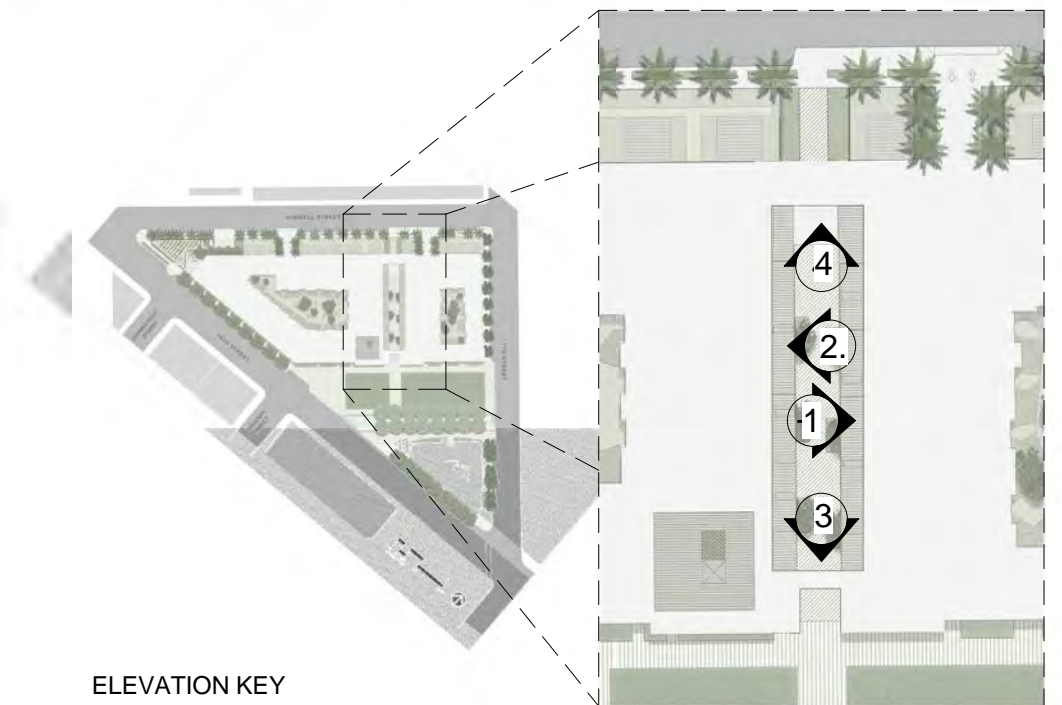
④ Mews Looking to Hubbell St
1/64" = 1'-0"



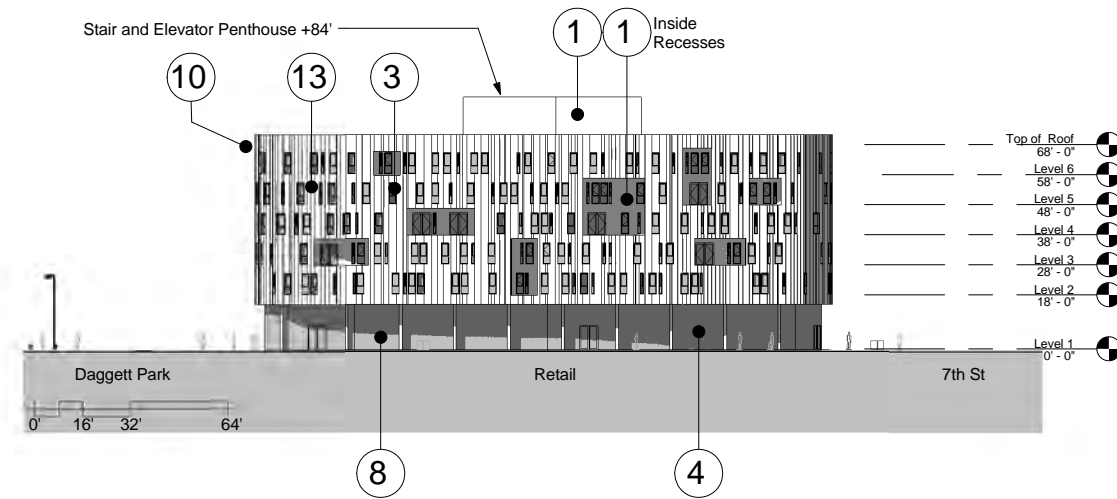
Mid Block Mews Looking Toward Daggett Park

Materials Legend

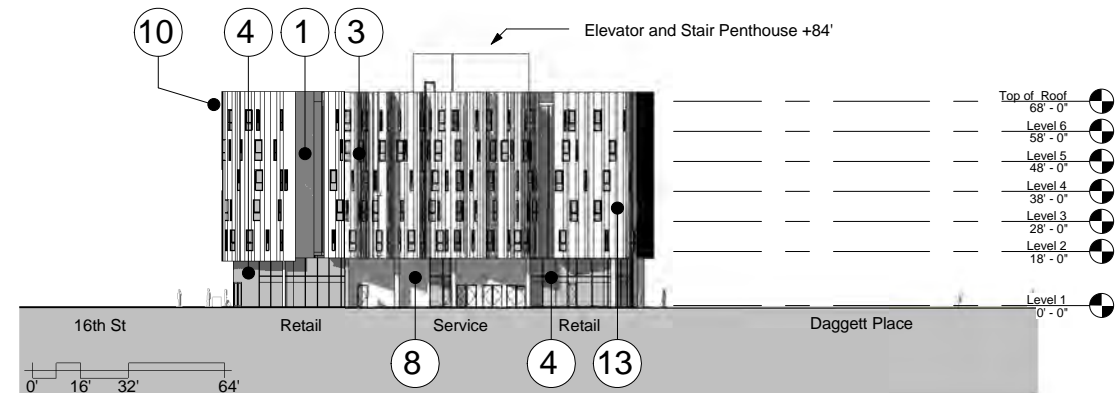
- 1) COLORED CEMENT PLASTER
- 2) HARDI TRIM
- 3) ALUMINUM WINDOWS
- 4) STOREFRONT
- 5) METAL RAILING
- 6) METAL SCREEN WITH VINES
- 7) ALUMINUM PERF BALCONY
- 8) BOARD-FORMED CONCRETE
- 9) DUTCH DOOR
- 10) PERFORATED ALUMINUM SUN SHADES
- 11) PAINTED METAL DOWNSPOUT
- 12) CORTEN STEEL PLANTER
- 13) STANDING SEAM METAL



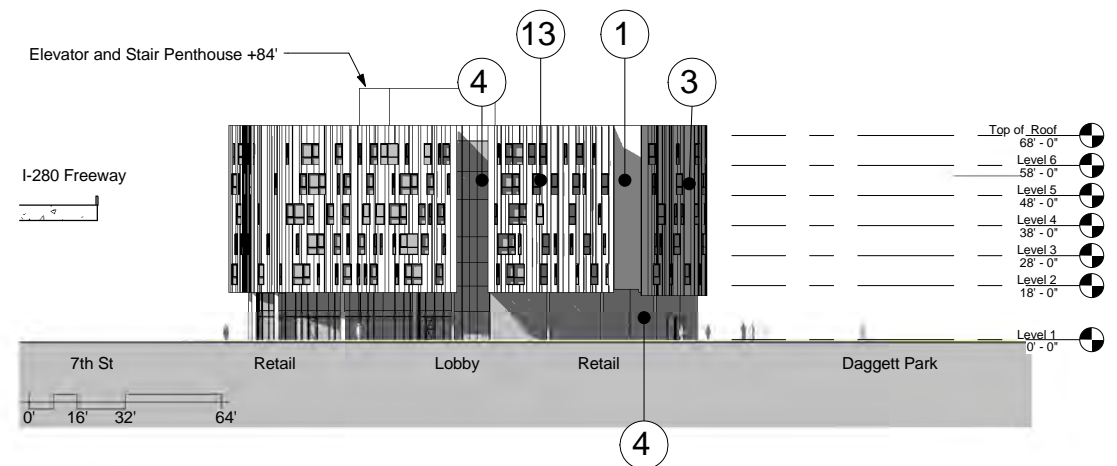
ELEVATION KEY



① 16th Street South Building
1/64" = 1'-0"



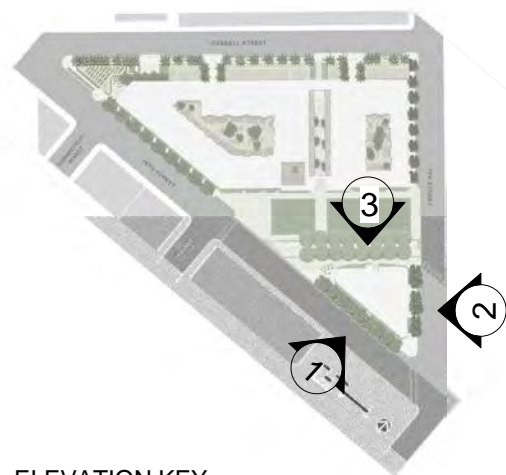
② 7th Street South Building
1/64" = 1'-0"



③ Daggett Park South Building
1/64" = 1'-0"

Materials Legend

- 1) COLORED CEMENT PLASTER
- 2) HARDI TRIM
- 3) ALUMINUM WINDOWS
- 4) STOREFRONT
- 5) METAL RAILING
- 6) METAL SCREEN WITH VINES
- 7) ALUMINUM PERF BALCONY
- 8) BOARD-FORMED CONCRETE
- 9) DUTCH DOOR
- 10) PERFORATED ALUMINUM SUN SHADES
- 11) PAINTED METAL DOWNSPOUT
- 12) CORTEN STEEL PLANTER
- 13) STANDING SEAM METAL



ELEVATION KEY



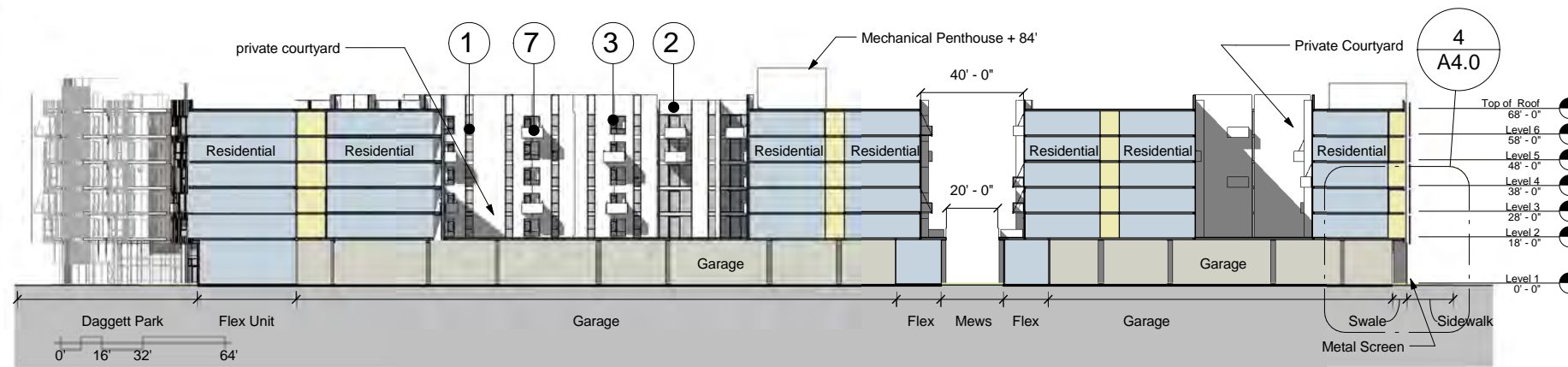
View from 7th + 16th



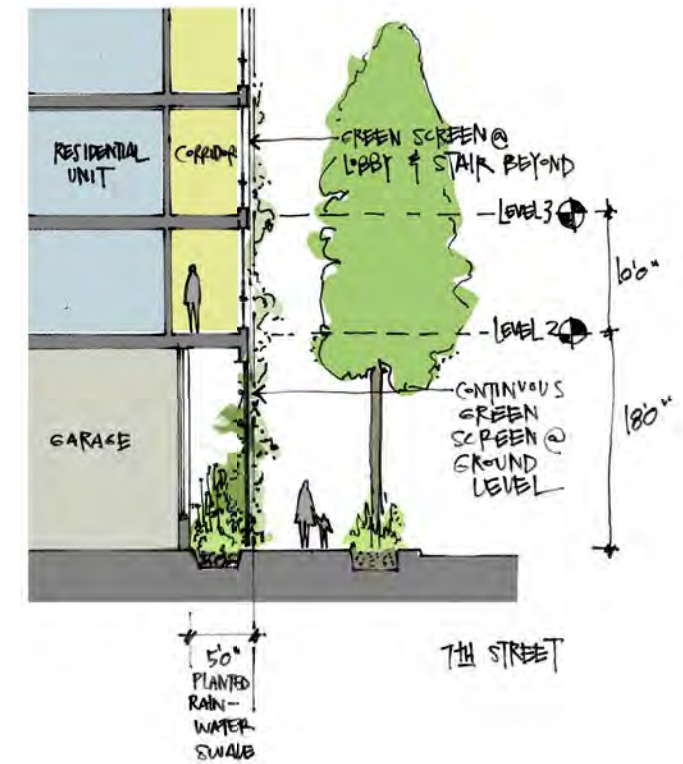
Flatiron Building from 7th Street

Materials Legend

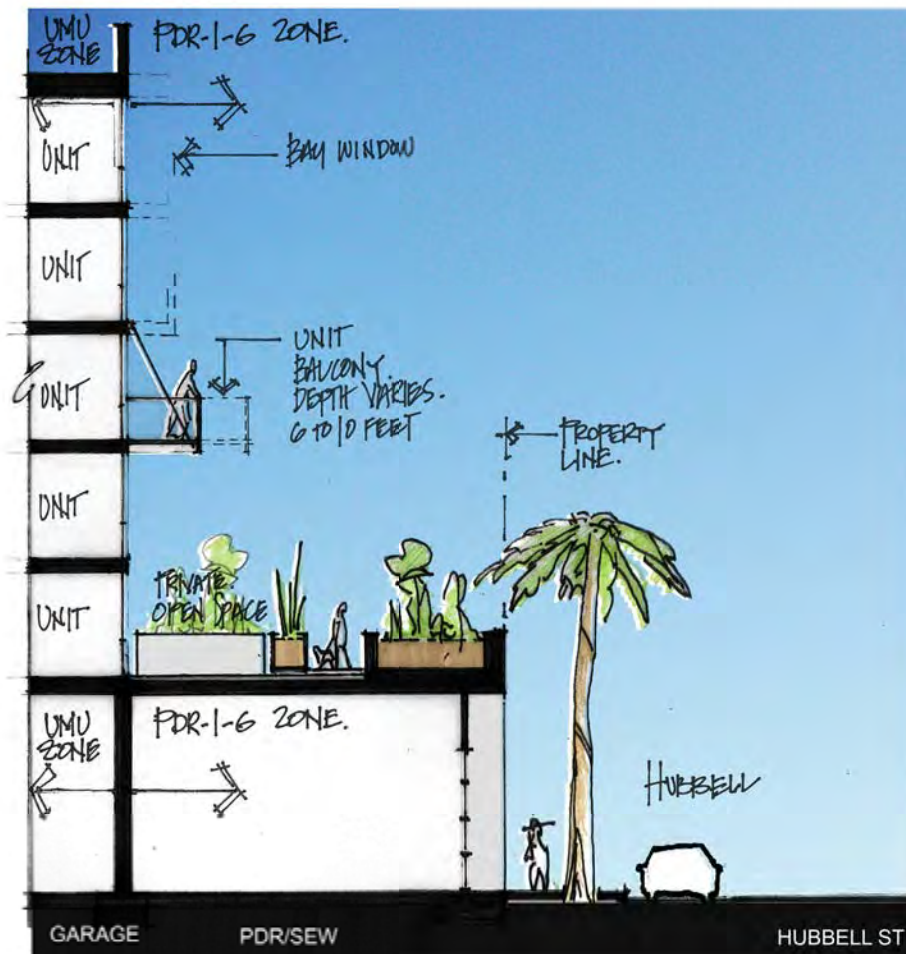
- 1) COLORED CEMENT PLASTER
- 2) HARDI TRIM
- 3) ALUMINUM WINDOWS
- 4) STOREFRONT
- 5) METAL RAILING
- 6) METAL SCREEN WITH VINES
- 7) ALUMINUM PERF BALCONY
- 8) BOARD-FORMED CONCRETE
- 9) DUTCH DOOR
- 10) PERFORATED ALUMINUM SUN SHADES
- 11) PAINTED METAL DOWNSPOUT
- 12) CORTEN STEEL PLANTER
- 13) STANDING SEAM METAL



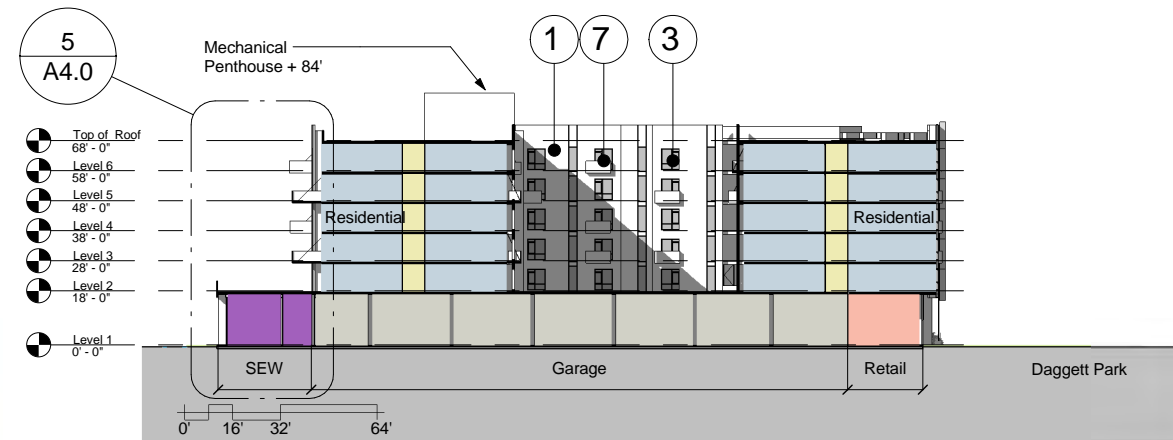
3 Site Section Looking NW Towards Hubbell
1/64" = 1'-0"



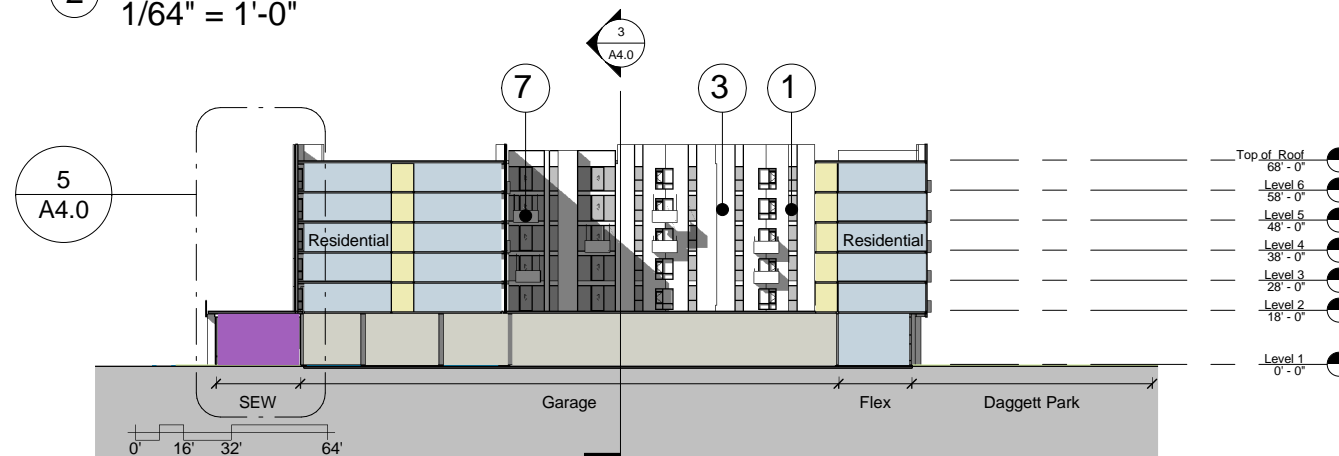
4 Section at 7th Street
1/16" = 1'-0"



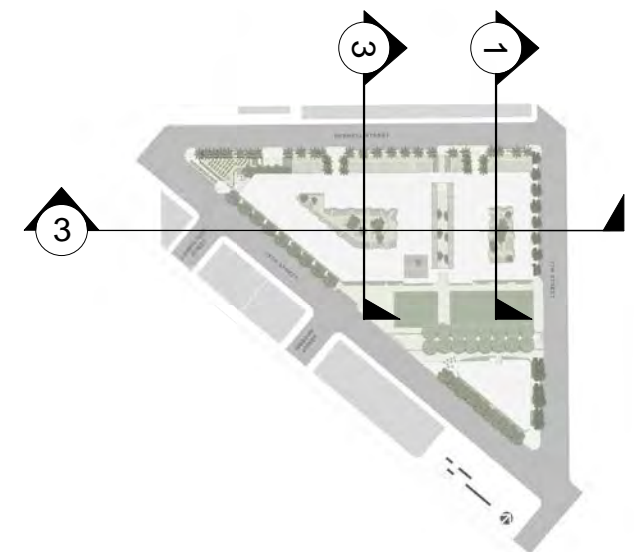
5 SEW Section at Hubbell Street
1/16" = 1'-0"



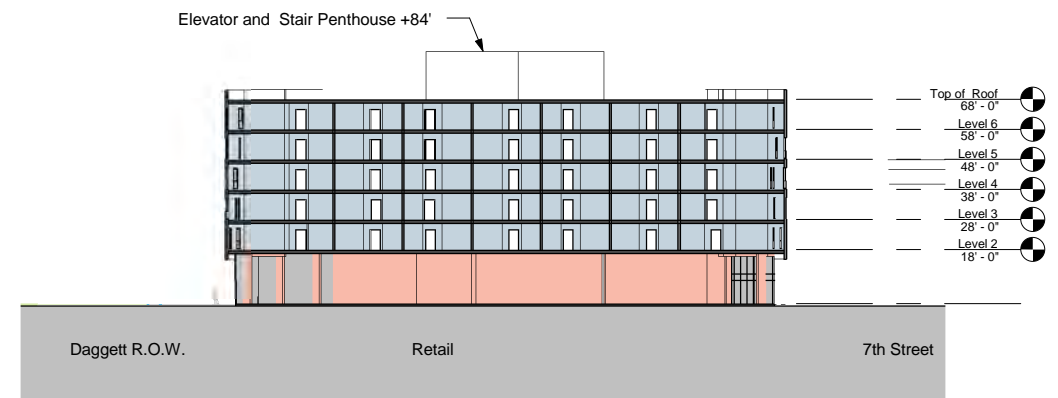
2 Podium Courtyard
1/64" = 1'-0"



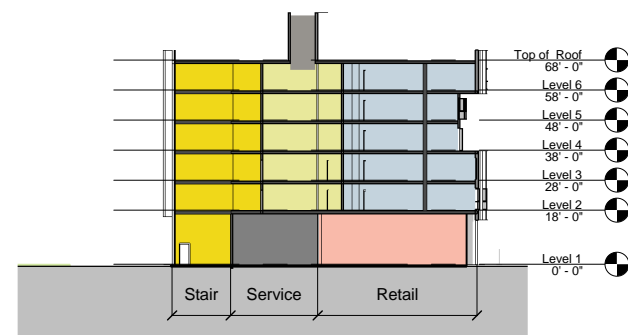
1 Podium Courtyard Looking NE
1/64" = 1'-0"



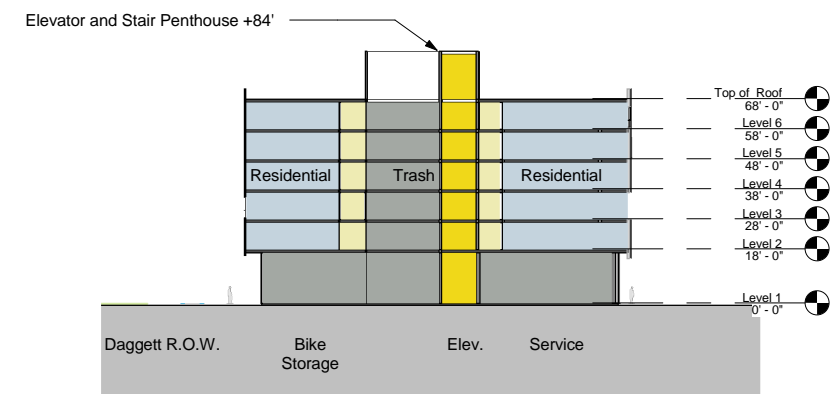
SECTION KEY



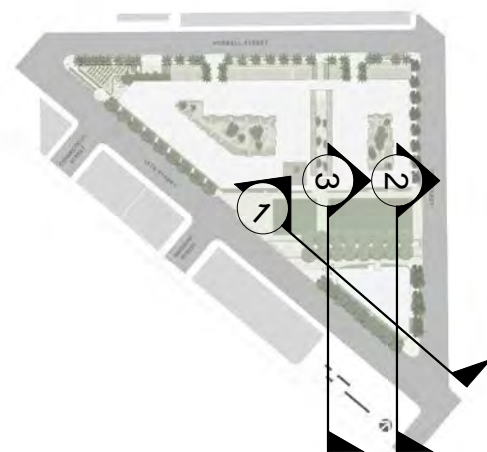
① Looking South Towards 16th St
 1/64" = 1'-0"



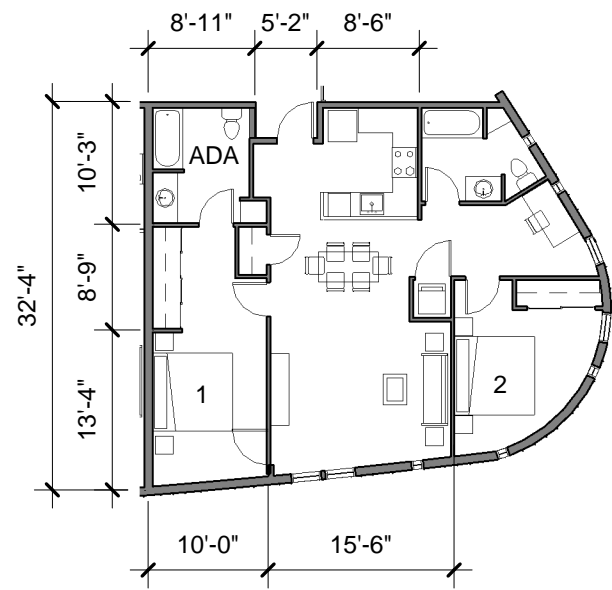
③ Looking NE Towards 7th- cut @ Lobby
 1/64" = 1'-0"



② Looking NE towards 7th St
 1/64" = 1'-0"

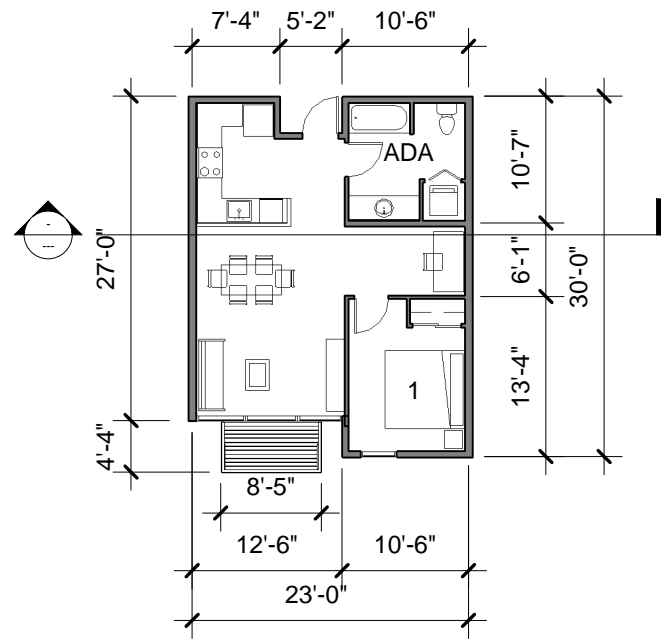


SECTION KEY



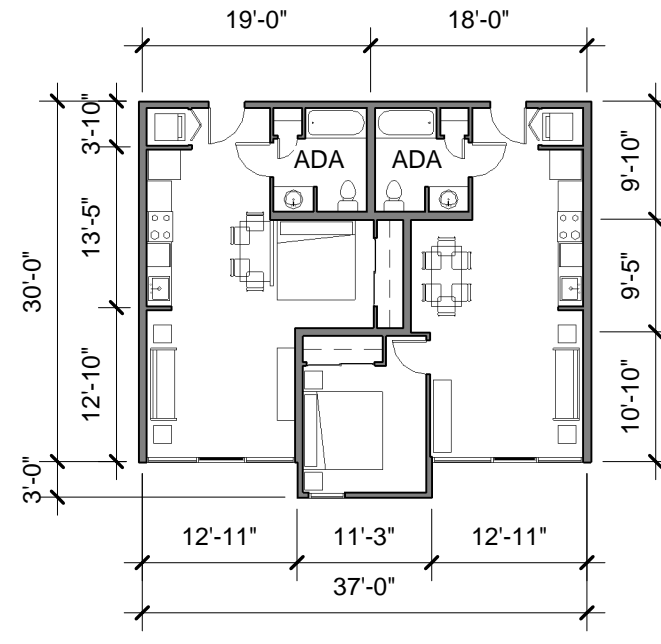
2 BR 2 BA - 1010 S.F.

5 2BR @ SOUTH BUILDING CORNER
1/16" = 1'-0"



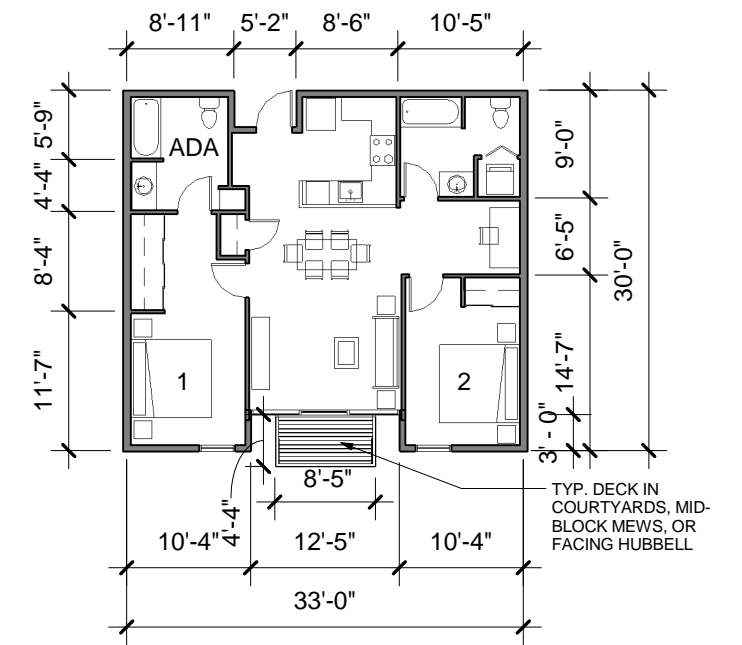
1 BR W/ STUDY - 600 S.F.

1 1BR/1BA
1/16" = 1'-0"



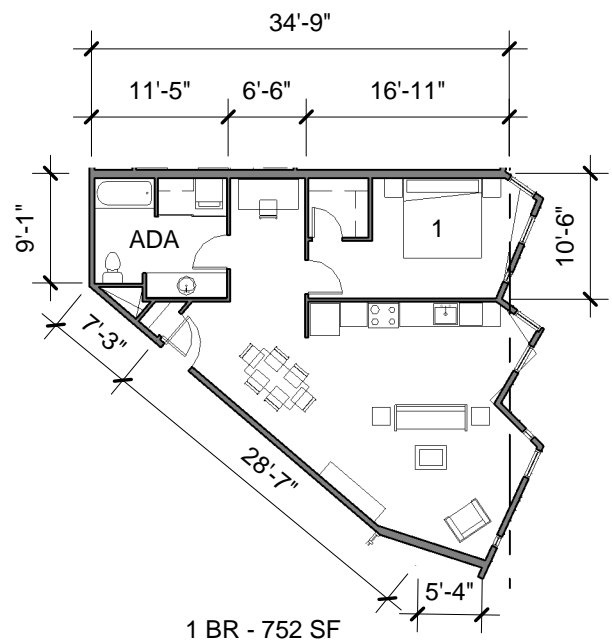
JR 1 - 500 S.F. 1 BR - 570 S.F.

2 Nested Studio and 1 BR
1/16" = 1'-0"



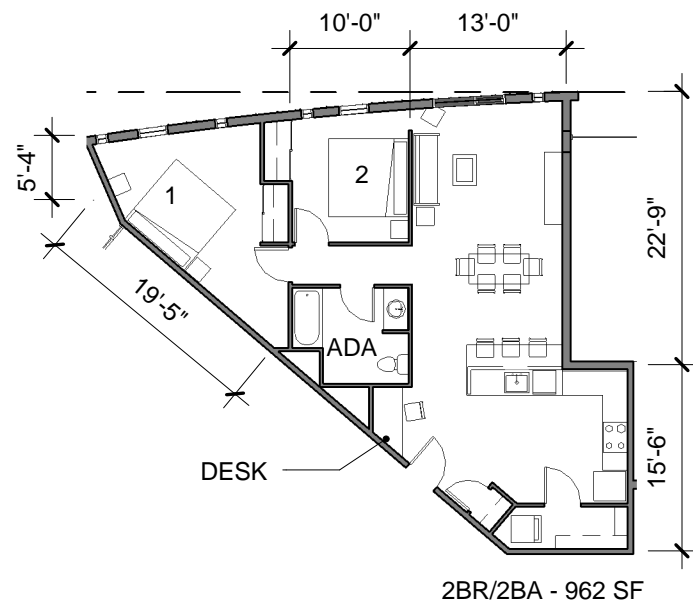
2 BR 2BA - 880 S.F.

3 2BR/2BA
1/16" = 1'-0"



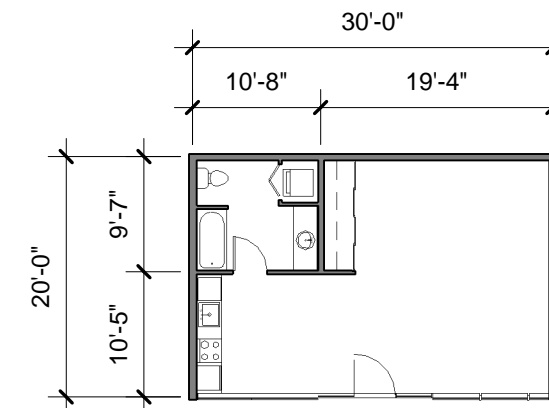
1 BR - 752 SF

4 TRIANGULAR 1 BR
1/16" = 1'-0"



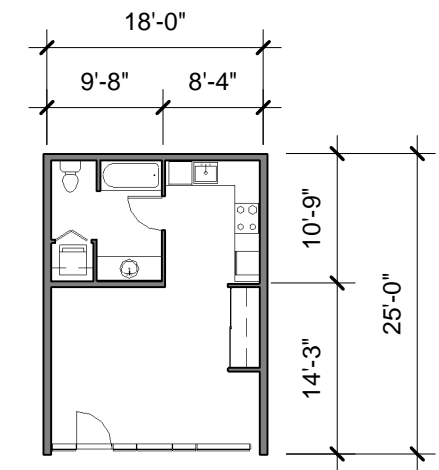
2BR/2BA - 962 SF

6 2BR/1BA @ SOUTH BUILDING
1/16" = 1'-0"

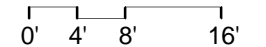


FLEX UNITS @ MEWS - 575 SF

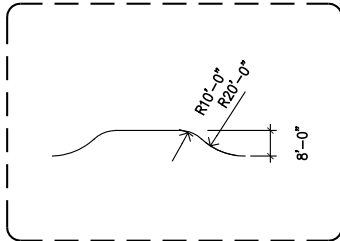
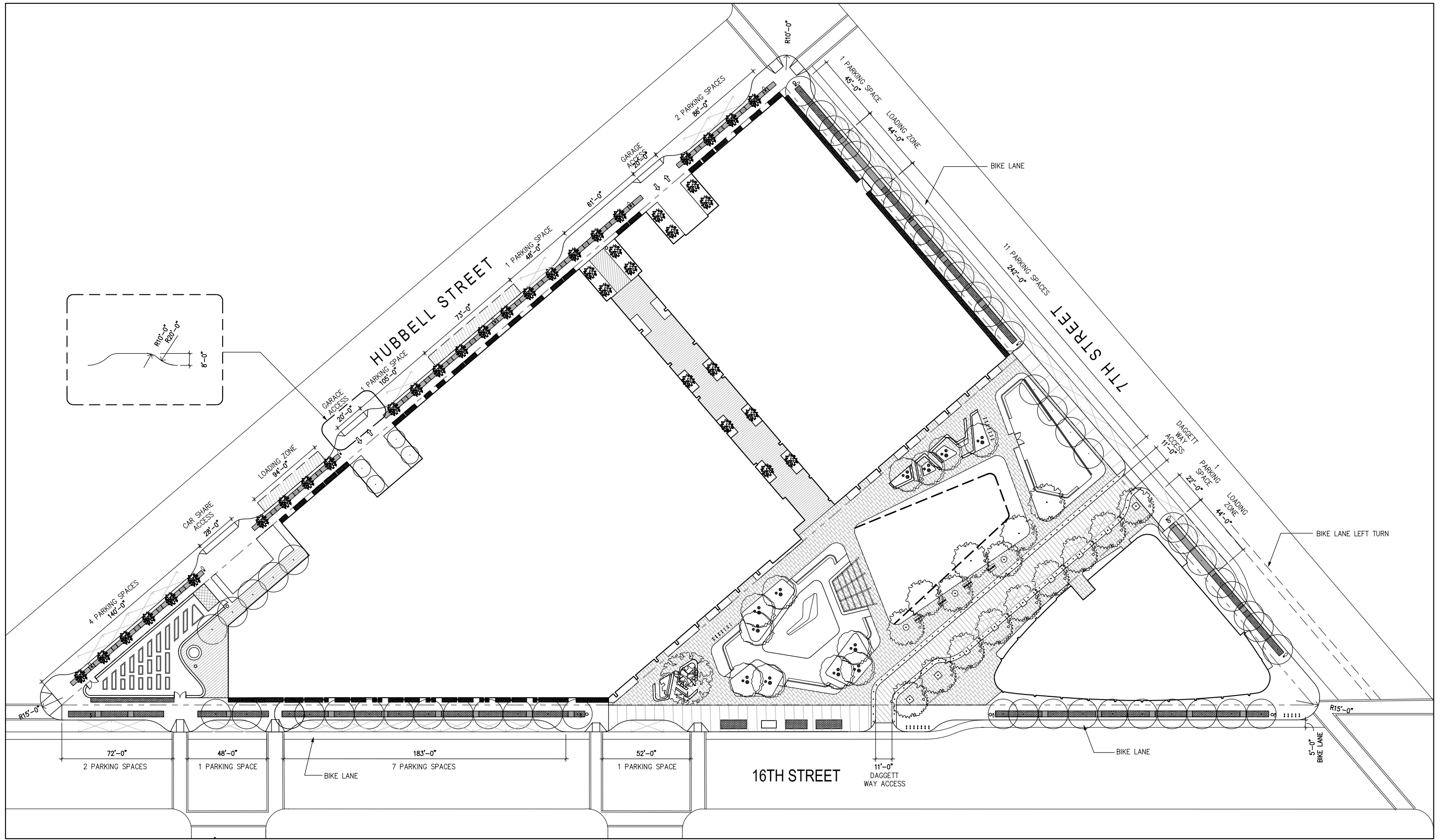
7 Flex Units
1/16" = 1'-0"



FLEX UNITS @ PARK - 425 SF









DAGGETT PLACE PARK NOTES

1. The plan included here is intended to illustrate the general design intent and program for the right of way area. The Applicant will continue to work with the Planning Department, D.P.W. and other applicable City Agencies as required to finalize the In-Kind agreement to implement improvements within the Daggett Street right-of-way.
2. The Daggett Place Park will utilize the existing street right of way to create a new public open space approximately one acre in area; slightly larger than Hayes Green. The site is well scaled and situated to provide a dynamic and comfortable public environment with excellent solar orientation to the south and west and good protection from predominant west-northwest winds. Ground level retail and flex space activate both edges and provide 'eyes on the park'.
3. Pending development of an In-Kind Agreement, the Applicant is committed to provide operations and maintenance of the improvements within the right-of-way and will work with the Planning Department to develop a maintenance agreement or memorandum of understanding.

Street Right of Way and Vehicular Circulation Considerations The Daggett Street Right of Way is 137.5 feet wide and 325 feet in length at the center line. The right of way alignment results in a 40 degree intersection with 16th street and is not currently utilized for neighborhood vehicular circulation. The proposed concept design provides limited vehicular circulation for access and parking associated with ground level retail spaces. One way circulation, from 7th Street to 16th Street, is provided with RIGHT TURN ONLY from 7th street and RIGHT TURN ONLY onto 16th street. Further coordination with DPW and the MTA will be completed as part of the design process to address turning radii and the configuration of the 16th Street intersection. The proposal includes a curbless section from building to building to create a plaza like environment. Vehicular and pedestrian paving areas are at the same elevation and are paved with a unified material. A contrasting paving color, coupled with detectable warnings and bollards demarcate pedestrian and vehicular areas as required by the Building Code and M.O.D requirements. Vehicular access is provided via standard curb cuts which serve as a traffic calming device and deter cut through traffic. Six parallel parking spaces are provided on the south side of the vehicular way.

The concept excess right of way to create a unique place that combines a neighborhood green, a public plaza, vehicular access and parking within a single shared space. The proposal focuses on the creation of a public, pedestrian oriented environment with clear circulation and visual access, ample and varied seating, and flexible spaces which can be used for a variety of events including movie nights, farmers markets, play areas, and gathering areas.

KEY NOTES

- | | |
|---|---|
| ① DETECTABLE WARNING PAVERS | ⑩ DECOMPOSED GRANITE DOG RUN |
| ② CURB CUT/DRIVEWAY | ⑪ 4' HIGH FENCE AND GATE |
| ③ FIXED BOLLARD | ⑫ SCREEN WALL FEATURE |
| ④ CONCRETE AND/OR UNIT PAVING | ⑬ BUILT IN SEATING |
| ⑤ BIKE PARKING | ⑭ ARBOR SHADE STRUCTURE (WITH POWER AND LIGHTING) |
| ⑥ BUS STOP (FUTURE 22 LINE) | ⑮ SHADE TREE, TYPICAL |
| ⑦ LAWN WITH GENTLE LANDFORM | ⑯ SPECIMEN TREE |
| ⑧ PLANTING/STORMWATER TREATMENT AREA (SHRUBS AND GROUNDCOVER) | |
| ⑨ PLAY AREA SURFACING AND PLAY EQUIP. | |



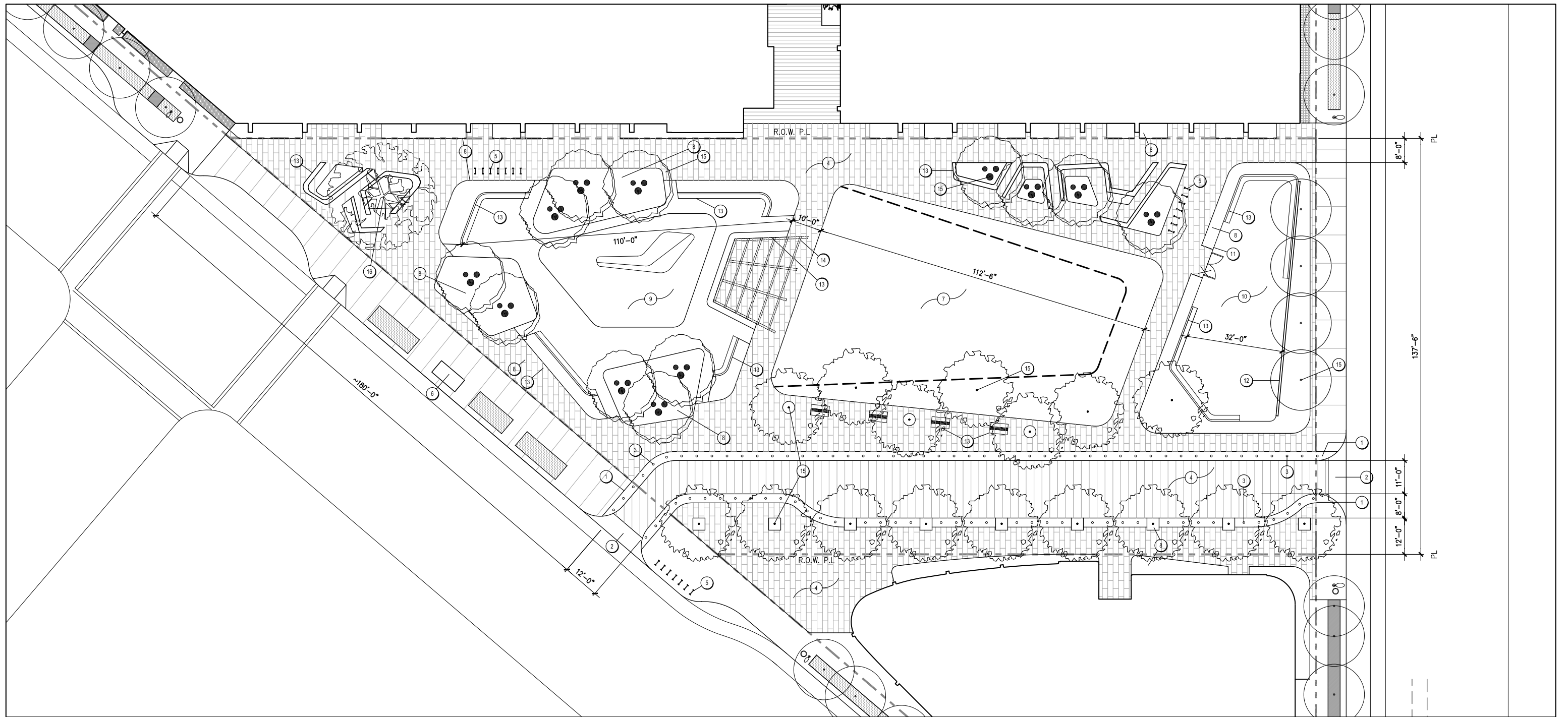
Archstone
Cherokee Mission Bay

Daggett Place

ENLARGED SITE PLAN - DAGGETT PARK

Project Number: 20311
Date: 07/18/2011
Scale: 1" = 20'-0"

L2.00





2 CROSS SECTION AT LAWN

SCALE: 1/8"=1'-0"



1 CROSS SECTION AT PLAY AREA

SCALE: 1/8"=1'-0"



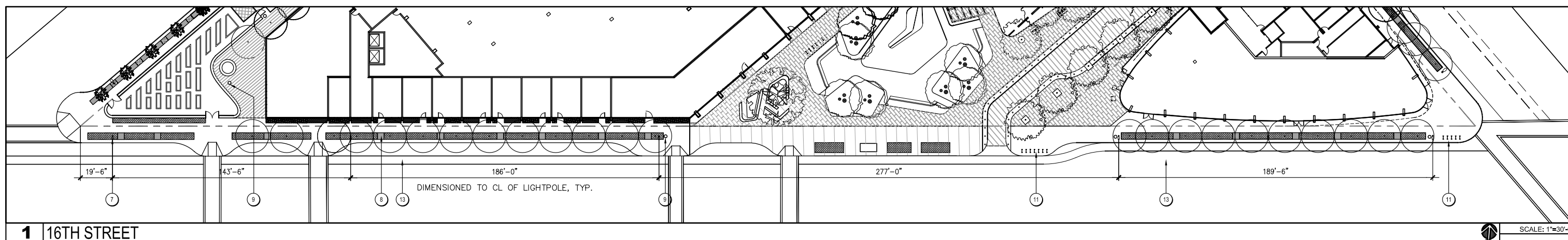
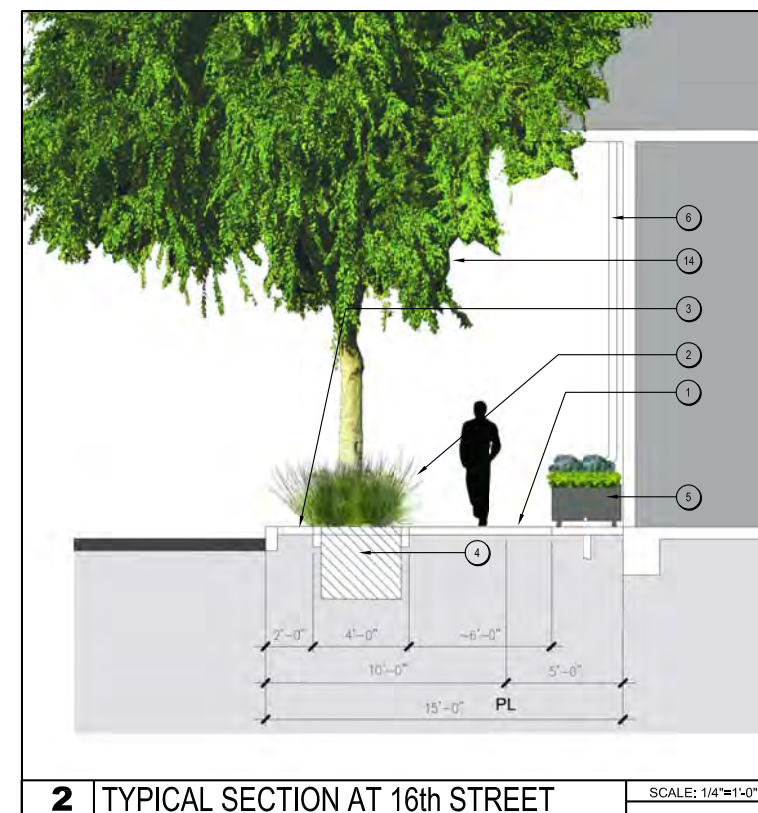
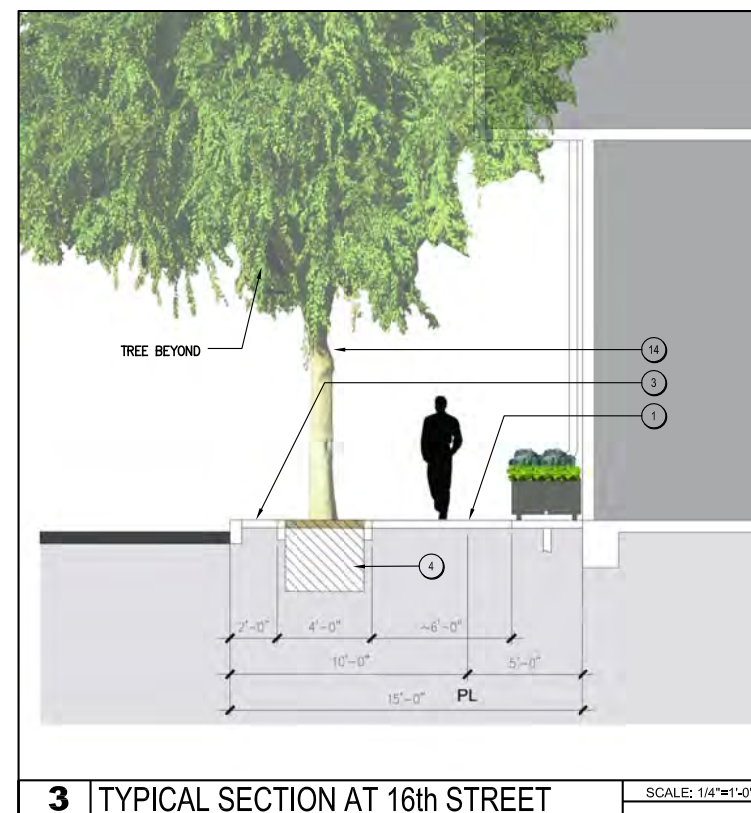
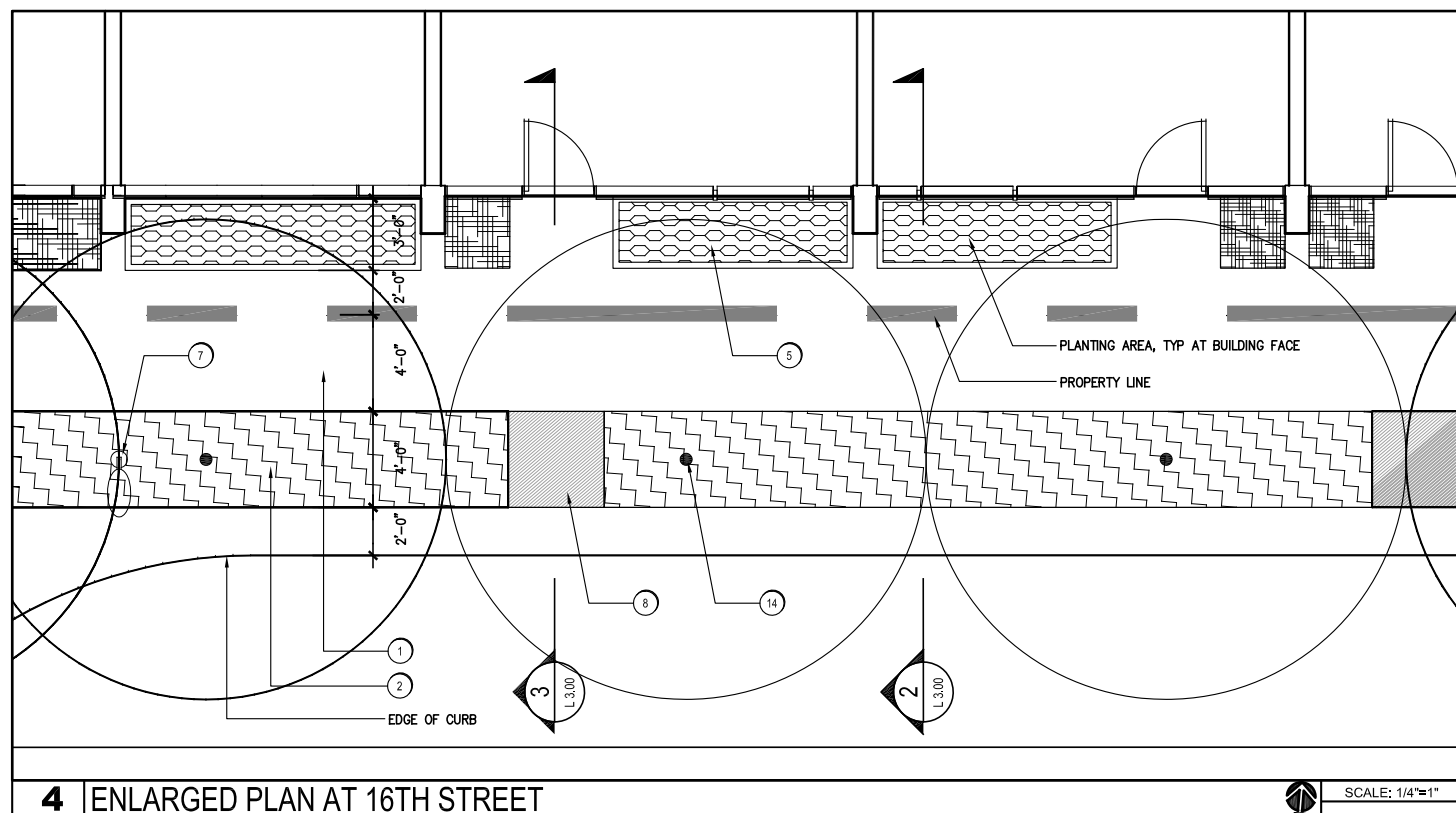
1 LONGITUDINAL SITE SECTION

SCALE: 1/16"=1'-0"



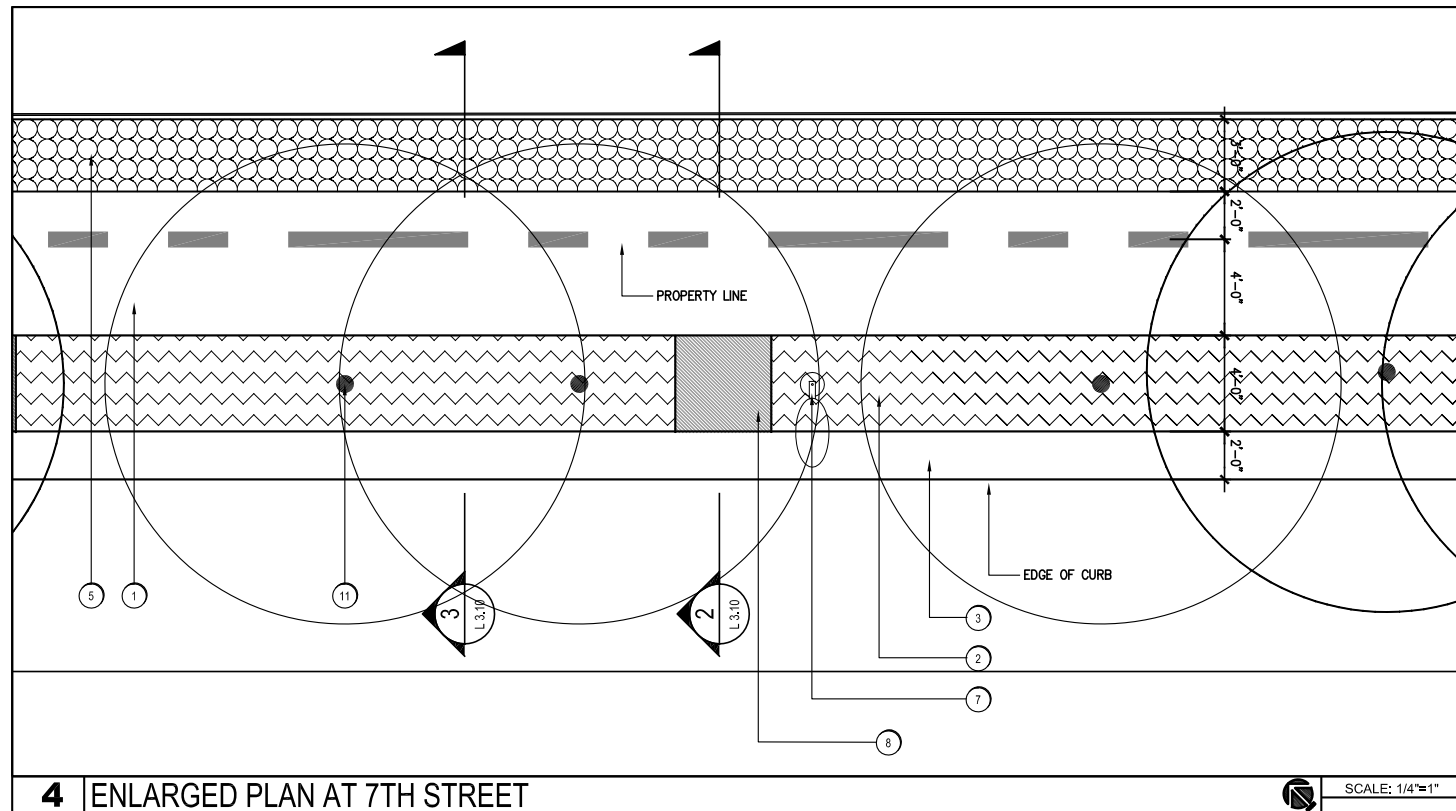
KEY NOTES

- ① SIDEWALK - CITY STANDARD CONCRETE
- ② STREET PLANTER - 2'-3' TALL EVERGREEN SHRUBS
- ③ 2' WALK OFF ZONE
- ④ STRUCTURAL SOIL TREE TRENCH
- ⑤ STEEL RAINGARDEN PLANTER
- ⑥ RAIN LEADER WITH DOWNSPOUT
- ⑦ CITY STANDARD COBRA HEAD LIGHT FIXTURE ON STEEL POLE
- ⑧ COBBLE PAVING (4' WIDE PATH AT STREET PLANTERS) (NOT SHOWN)
- ⑨ CITY STANDARD TRASH CAN
- ⑩ STABILIZED CRUSHED STONE PAVING
- ⑪ BIKE RACK
- ⑫ POTENTIAL BUS STOP LOCATION FOR PROPOSED 22 LINE (NOT SHOWN)
- ⑬ BIKE LANE
- ⑭ TYPICAL STREET TREE - ULMUS PARVIFOLIA (CHINESE ELM) 24" BOX MIN.



KEYNOTES

- ① SIDEWALK - CITY STANDARD CONCRETE
- ② STREET PLANTER - 2'-3' TALL EVERGREEN SHRUBS
- ③ 2' WALK OFF ZONE
- ④ STRUCTURAL SOIL TREE TRENCH
- ⑤ RAINGARDEN PLANTER
- ⑥ RAIN LEADER WITH DOWNSPOUT
- ⑦ CITY STANDARD COBRA HEAD LIGHT FIXTURE ON STEEL POLE
- ⑧ COBBLE PAVING (4' WIDE PATH AT STREET PLANTERS)
- ⑨ CITY STANDARD TRASH CAN
- ⑩ STABILIZED CRUSHED STONE PAVING
- ⑪ TYPICAL STREET TREE - EUCALYPTUS NICHOLII (BLACK PEPPERMINT TREE) 24" BOX MINIMUM



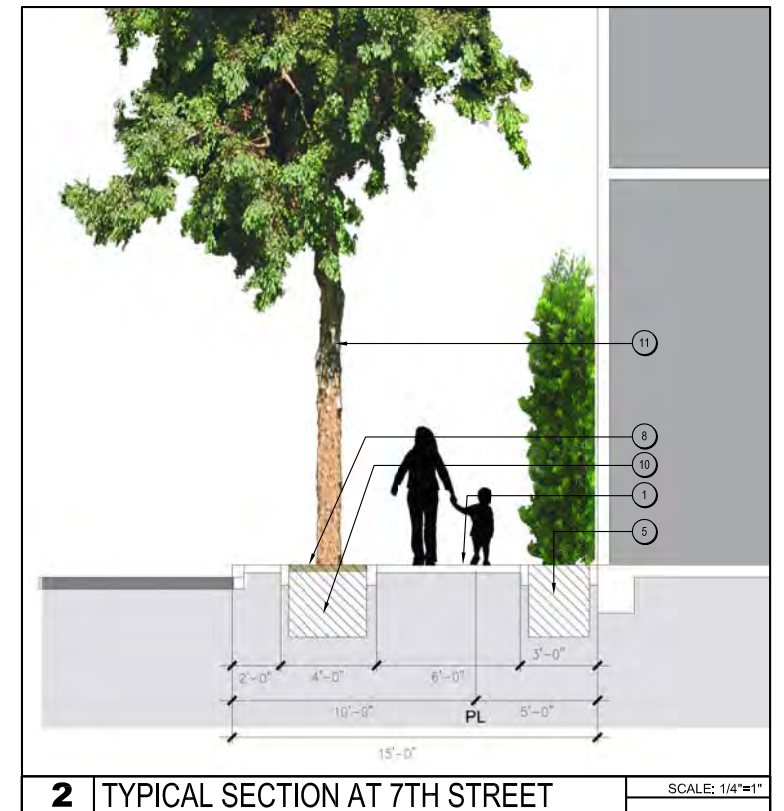
4 ENLARGED PLAN AT 7TH STREET

SCALE: 1/4"=1'



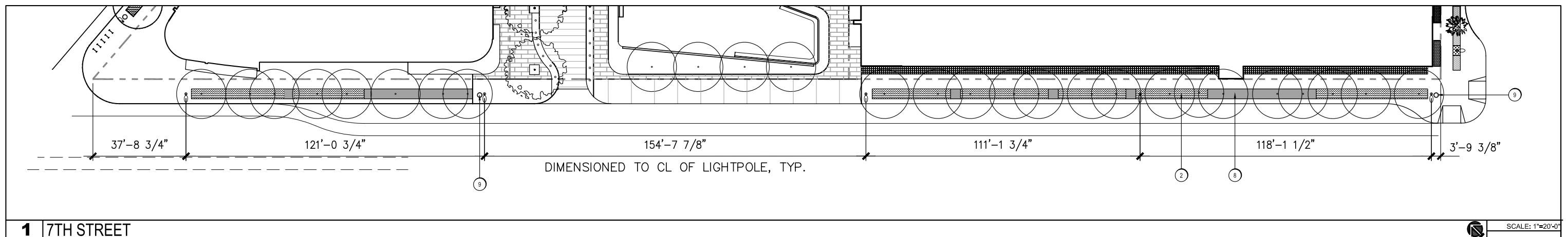
3 TYPICAL SECTION AT 7TH STREET

SCALE: 1/4"=1'



2 TYPICAL SECTION AT 7TH STREET

SCALE: 1/4"=1'



1 7TH STREET

SCALE: 1"=20'-0"



Archstone
Cherokee Mission Bay

Daggett Place

STREET SECTIONS AT SEVENTH

Project Number: 20311
Date: 07/18/2011
Scale: AS NOTED

L3.10

TITLE REPORT

THE TITLE REPORT AS SUPPLIED BY THE CLIENT AND USED IN THIS SURVEY WAS ISSUED BY CHICAGO TITLE COMPANY, PRELIMINARY REPORT ORDER NO. 10-36909963-C-MK, DATED FEBRUARY 23, 2011 AT 7:30 A.M., REFERRED TO HEREON AS THE "PTR".

TITLE OR INTEREST VESTED IN:

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

CHEROKEE MISSION BAY, LLC, A DELAWARE LIMITED LIABILITY COMPANY

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN THIS REPORT IS SITUATED IN THE CITY OF SAN FRANCISCO, COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

BEGINNING AT THE POINT FORMED BY THE INTERSECTION OF THE SOUTHWESTERLY LINE OF 7TH STREET WITH THE NORTHWESTERLY LINE OF DAGGETT STREET; RUNNING THENCE NORTHWESTERLY, ALONG SAID SOUTHWESTERLY LINE OF 7TH STREET, 146 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 262 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 146 FEET TO THE NORTHWESTERLY LINE OF DAGGETT STREET; THENCE NORTHEASTERLY, ALONG SAID NORTHWESTERLY LINE OF DAGGETT STREET, 262 FEET TO ITS INTERSECTION WITH THE SOUTHWESTERLY LINE OF 7TH STREET AND THE POINT OF BEGINNING.

BEING A PORTION OF SOUTH BEACH BLOCK NO. 36.

APN: LOT 1, BLOCK 3833

PARCEL B:

BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF DAGGETT STREET, DISTANT THEREON 262 FEET SOUTHWESTERLY FROM THE SOUTHWESTERLY LINE OF 7TH STREET; RUNNING THENCE NORTHWESTERLY, AT A RIGHT ANGLE TO SAID LINE OF DAGGETT STREET, PARALLEL WITH SAID LINE OF THE 7TH STREET, 146 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY, PARALLEL WITH SAID LINE OF DAGGETT STREET 267 FEET, 7-1/4 INCHES TO THE NORTHERLY LINE OF 16TH STREET; THENCE EASTERLY, ALONG SAID LINE OF 16TH STREET, 224 FEET, 8-1/4 INCHES TO THE NORTHWESTERLY LINE OF DAGGETT STREET; THENCE NORTHEASTERLY, ALONG SAID LINE OF DAGGETT STREET, 96 FEET, 9-1/4 INCHES TO THE POINT OF BEGINNING.

BEING A PORTION OF SOUTH BEACH BLOCK NO. 36.

APN: LOT 2, BLOCK 3833

PARCEL C:

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHEASTERLY LINE OF HUBBELL STREET WITH THE SOUTHWESTERLY LINE OF 7TH STREET; RUNNING THENCE SOUTHEASTERLY, ALONG SAID SOUTHWESTERLY LINE OF 7TH STREET, 94 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 529 FEET, 7-1/4 INCHES, MORE OR LESS, TO THE NORTHERLY LINE OF 16TH STREET; THENCE WESTERLY, ALONG SAID NORTHERLY LINE OF 16TH STREET, 144 FEET, 8-1/4 INCHES, MORE OR LESS, TO THE SOUTHEASTERLY LINE OF HUBBELL STREET; THENCE NORTHEASTERLY, ALONG SAID SOUTHEASTERLY LINE OF HUBBELL STREET, 639 FEET, 6-7/8 INCHES, MORE OR LESS, TO THE SOUTHWESTERLY LINE OF 7TH STREET AND THE POINT OF BEGINNING.

BEING A PORTION OF SOUTH BEACH BLOCK NO. 36.

APN: LOT 3, BLOCK 3833

PARCEL D:

BEGINNING AT A POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF 7TH STREET AND THE SOUTHEASTERLY LINE OF DAGGETT STREET; RUNNING THENCE SOUTHEASTERLY, ALONG SAID LINE OF 7TH STREET, 170 FEET, 9-3/4 INCHES TO THE NORTHERLY LINE OF 16TH STREET; THENCE WESTERLY, ALONG SAID NORTHERLY LINE OF 16TH STREET, 262 FEET, 10-1/2 INCHES TO THE SOUTHEASTERLY LINE OF DAGGETT STREET; THENCE NORTHEASTERLY, ALONG SAID SOUTHEASTERLY LINE OF DAGGETT STREET, 199 FEET, 9-7/8 INCHES TO THE POINT OF BEGINNING.

BEING SOUTH BEACH BLOCK NO. 35-1/2.

APN: LOT 1 BLOCK 3834

FLOOD ZONE

THE FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION'S FLOOD HAZARD BOUNDARY MAP WAS RESCINDED ON JULY 18, 1975 AND NO LONGER APPLIES TO THE CITY AND COUNTY OF SAN FRANCISCO. SEE WWW.FEMA.GOV. FEMA 500 C STREET SW, WASHINGTON, DC 20472 (202) 566-1600.

STREET ADDRESS OF PROPERTY

THE STREET ADDRESS OF THE SUBJECT PROPERTY: 1380 AND 1400 17TH STREET AND 1006 AND 1050 16TH STREET, SAN FRANCISCO, CALIFORNIA.

ZONING / BUILDING REQUIREMENTS

CURRENT ZONING: UMU (URBAN MIXED USE)
BUILDING HEIGHT RESTRICTIONS: 68 FEET

REFER TO SECTION 843 OF THE SAN FRANCISCO PLANNING CODE FOR ZONING CONTROL REGULATIONS.

EXCEPTIONS

PORTION OF EXCEPTIONS TO COVERAGE AS CONTAINED IN THE PRELIMINARY TITLE REPORT ISSUED BY CHICAGO TITLE COMPANY, PRELIMINARY REPORT ORDER NO. 10-36909963-C-MK, DATED FEBRUARY 23, 2011 AT 7:30 A.M.

1 CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED BY THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS.

TYPE OF PERMIT: MINOR SIDEWALK ENCROACHMENT
RECORDED: NOVEMBER 23, 1992, INSTRUMENT NO. F-247156, REEL F-760, IMAGE 399, OF OFFICIAL RECORDS.
AFFECTS: PARCEL C (EXC. 4 - NOT PLOTTABLE)

2 CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED BY THE CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS.

TYPE OF PERMIT: MINOR SIDEWALK ENCROACHMENT
RECORDED: SEPTEMBER 15, 1994, INSTRUMENT NO. 94-F670901-00, BOOK G217, PAGE 417, OF OFFICIAL RECORDS.
AFFECTS: PARCELS A AND C (EXC. 5 - NOT PLOTTABLE)

3 MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "TEMPORARY ACCESS EASEMENT" DATED NOVEMBER 15, 2002, EXECUTED BY AND BETWEEN GILDEN COMPANY, CHEROKEE MISSION BAY, LLC, A DELAWARE LIMITED LIABILITY COMPANY RECORDED NOVEMBER 15, 2002, INSTRUMENT NO. 2002-H291671-00, REEL I-265, IMAGE 0753, OF OFFICIAL RECORDS (EXC. 6 - NOT PLOTTABLE).

4 ANY RIGHTS OF THE PARTIES IN POSSESSION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORD (EXC. 9 - NOT PLOTTABLE).

RECORD REFERENCES

R1) RECORD OF SURVEY, FILED IN BOOK "AA" OF SURVEY MAPS, PAGE 135, AND RECORDED MARCH 12, 2004, AS INSTRUMENT NO. 2004-H674773, REEL I-593, IMAGE 251 OF OFFICIAL RECORDS

R2) PARCEL MAP, RECORDED OCTOBER 24, 1996 IN BOOK 43 OF PARCEL MAPS, PAGE 15.

R3) MONUMENT MAP 311, CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING, DIVISION OF SURVEYS, INDEX NO. 4019, ORDER NO. 17732M.

R3) MONUMENT MAP 312, CITY AND COUNTY OF SAN FRANCISCO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING, DIVISION OF SURVEYS, INDEX NO. 3810, ORDER NO. 83-033.

BASIS OF BEARINGS

THIS SURVEY WAS DETERMINED BY THE MONUMENT LINES OF 7TH STREET, HUBBELL STREET, AND 16TH STREET (ALL ARE 90° UNLESS OTHERWISE NOTED) AS SHOWN ON MONUMENT MAPS NO. 311 AND 312 ON FILE AT THE DEPARTMENT OF PUBLIC WORKS BUREAU OF STREET USE AND MAPPING OFFICE OF THE CITY ENGINEER.

BENCHMARK

BENCHMARK AS SHOWN ON CITY OF SAN FRANCISCO BENCHMARK BOX 4, BOOK 492 AT PAGE 2, BEING A CROW CUT IN THE OUTER RIM OF THE STORM WATER INLET, AT THE SOUTHWEST RETURN OF 7TH STREET AND HUBBELL STREET. ELEVATION = 1.954 FEET, VERTICAL DATUM: CITY AND COUNTY OF SAN FRANCISCO.

DATE OF SURVEY

DATE OF FIELD SURVEY: FEBRUARY 1, 2011 THROUGH FEBRUARY 5, 2011 AS TO THE BOUNDARY AND TOPOGRAPHIC SURVEYS OF THE SUBJECT PROPERTY.

SURVEYOR'S CERTIFICATE

TO: ARCHSTONE SMITH OPERATING TRUST, A MARYLAND REAL ESTATE INVESTMENT TRUST; ARCHSTONE NEW DEVELOPMENT HOLDINGS, LP, A DELAWARE LIMITED PARTNERSHIP, AND ITS SUCCESSORS AND/OR ASSIGNS; CHEROKEE MISSION BAY, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND CHICAGO TITLE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7(a), 8, 9, 10, 11(A), 13, 14, 15 AND 16 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, RELATIVE POSITIONAL ACCURACY OF THE SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

Paul Canumay
PAUL CANUMAY P.L.S. 3272
LICENSE EXPIRES: 06/30/2012
FOR LUK & ASSOCIATES, INC.

DATE MARCH 4, 2011



NOTES

- EASEMENTS AND/OR RIGHTS OF WAY ARE SHOWN HEREON PER THE "PTR". OTHER EASEMENTS AND/OR RIGHTS OF WAY OF RECORD, IF ANY, ARE NOT SHOWN HEREON.
- THE TOTAL AREA OF THE SUBJECT PROPERTY IS: 136,488 SQ. FT. +/- OR 3.133 ACRES MORE OR LESS.
THE AREA OF PARCEL A: 38,252 SQ. FT. +/- OR 0.878 ACRES MORE OR LESS.
THE AREA OF PARCEL B: 26,583 SQ. FT. +/- OR 0.610 ACRES MORE OR LESS.
THE AREA OF PARCEL C: 54,943 SQ. FT. +/- OR 1.261 ACRES MORE OR LESS.
THE AREA OF PARCEL D: 16,710 SQ. FT. +/- OR 0.384 ACRES MORE OR LESS.
- THE UTILITIES SHOWN HEREON ARE BY SURFACE OBSERVATION AND RECORD INFORMATION ONLY AND NO WARRANTY IS GIVEN HEREIN AS TO THEIR EXACT LOCATION. IT IS THE RESPONSIBILITY OF THE DEVELOPER AND/OR CONTRACTOR TO VERIFY THE EXACT LOCATION OF THE UTILITIES WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
- UTILITY JURISDICTIONS / PROVIDERS ARE AS FOLLOWS:
STORM DRAINS: CITY AND COUNTY OF SAN FRANCISCO
SANITARY SEWER: CITY AND COUNTY OF SAN FRANCISCO
WATER: CITY AND COUNTY OF SAN FRANCISCO
ELECTRICITY: PACIFIC GAS & ELECTRIC CO.
NATURAL GAS: PACIFIC GAS & ELECTRIC CO.
- THERE ARE CURRENTLY NO PARKING SPACES DELINEATED ONSITE.
- THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
- THE PROFESSIONAL LAND SURVEYORS ACT OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, CHAPTER 5, SECTION 8770.6 DEFINES CERTIFY / CERTIFICATION AS: THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER IN THE PRACTICE OF PROFESSIONAL ENGINEERING OR LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS, OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

SHEET INDEX

SHEET	DESCRIPTION
1	TITLE SHEET AND NOTES
2	BOUNDARY SURVEY
3	TOPOGRAPHIC SURVEY
4	TOPOGRAPHIC SURVEY



VICINITY MAP

NO SCALE

ALTA/ACSM LAND TITLE SURVEY

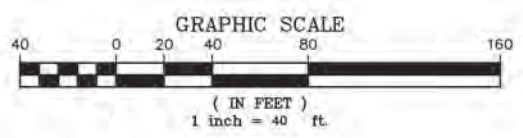
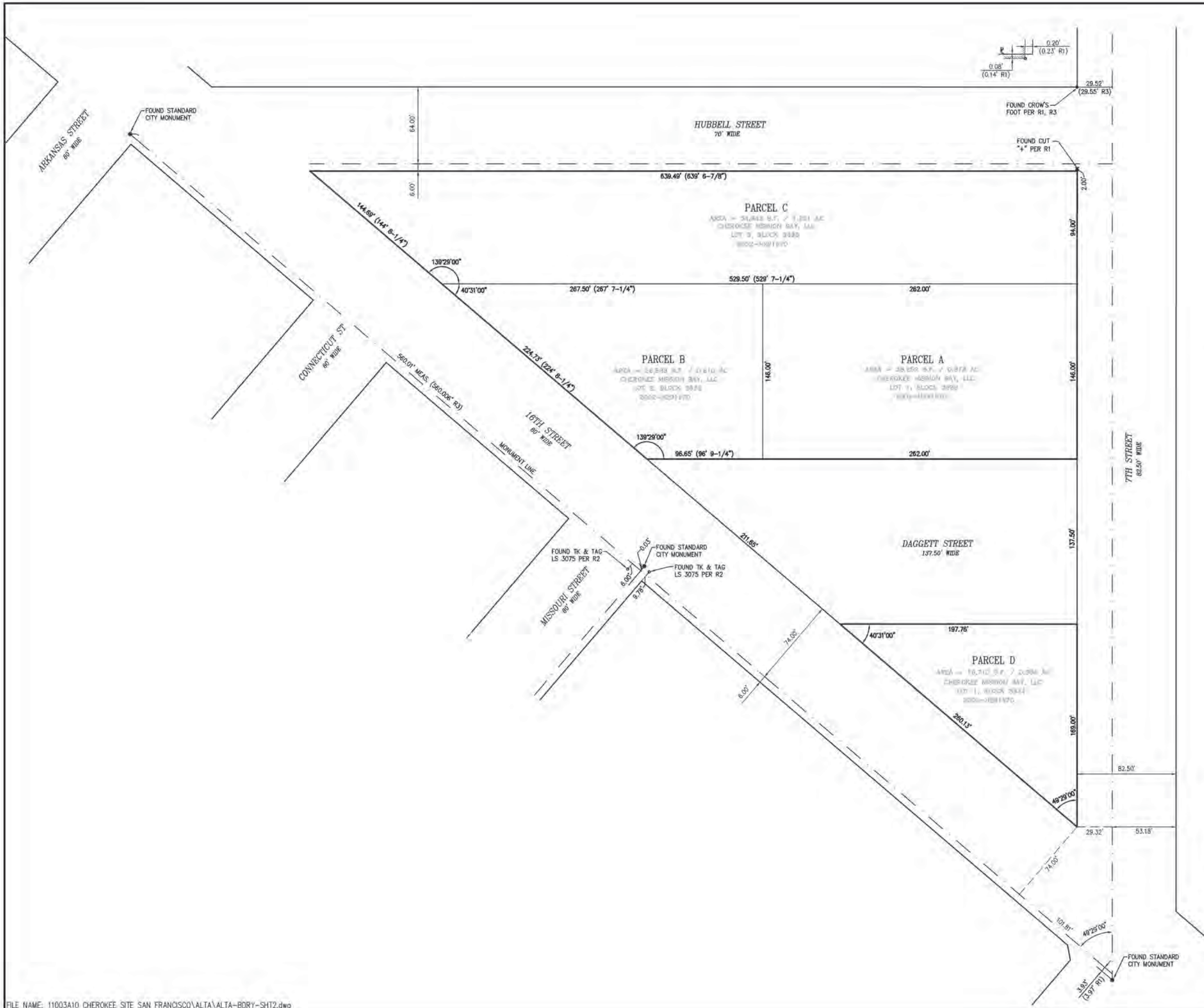
FOR
ARCHSTONE SMITH OPERATING TRUST

BEING ALL OF ASSESSOR'S BLOCKS 3833 AND 3834

ALSO BEING A PORTION OF SOUTH BEACH BLOCK NOS. 36 AND NO. 35-1/2 ALSO BEING PARCELS A THROUGH D, AS SAID PARCELS ARE DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED NOVEMBER 13, 2002 AS DOCUMENT 2002-H291670-00 OF OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
FEBRUARY 2011

PREPARED BY
LUK AND ASSOCIATES
CIVIL ENGINEER - LAND PLANNERS - LAND SURVEYORS
738 ALFRED NOBEL DRIVE
HERCULES, CALIFORNIA 94547
(510) 724-3388



LEGEND

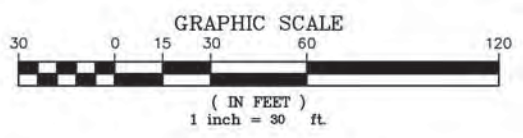
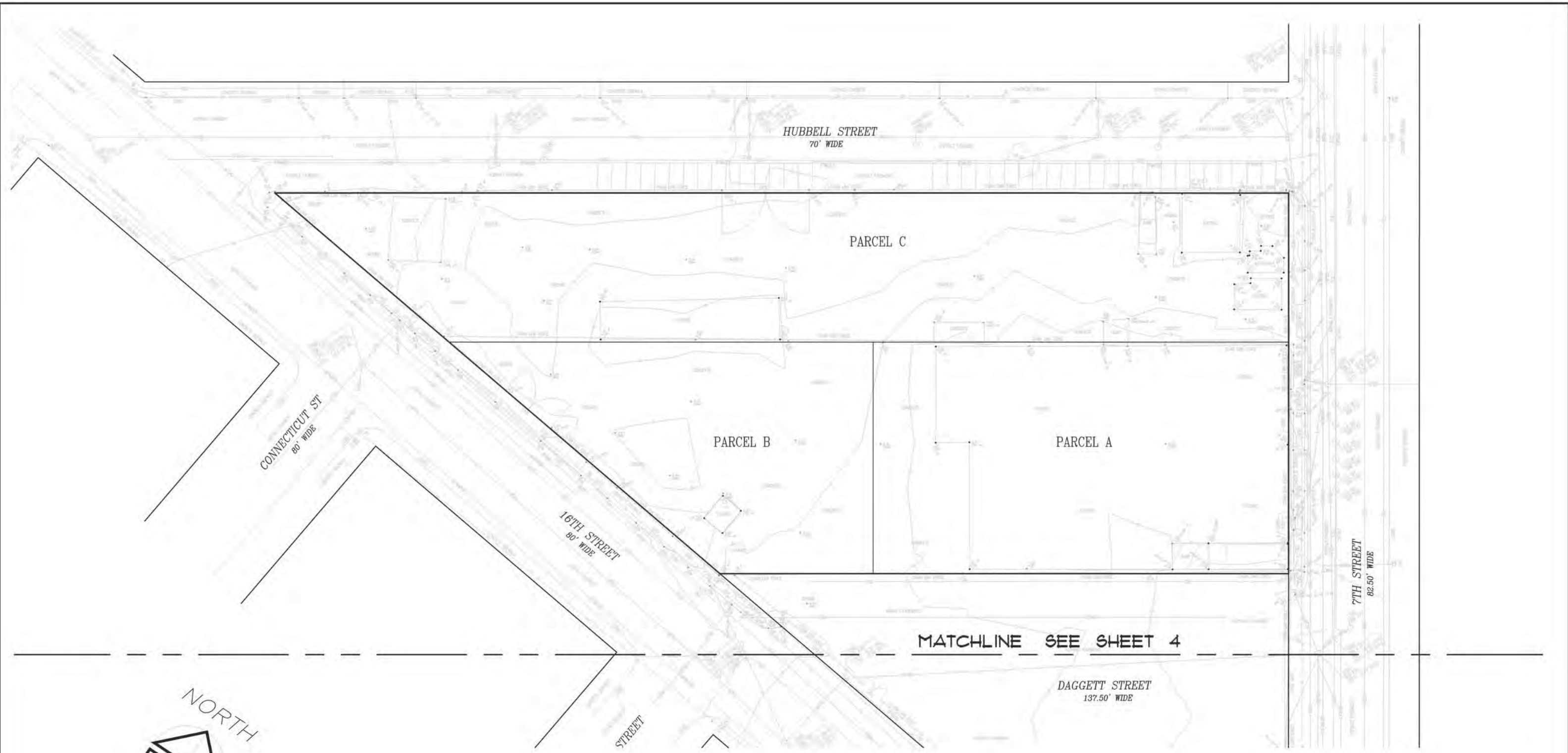
SYMBOLS	DESCRIPTION
—————	BOUNDARY - SUBJECT PROPERTY
—————	RIGHT-OF-WAY LINE
—————	INTERIOR PROPERTY LINE
—————	ADJOINERS PROPERTY LINE
-----	MONUMENT LINE
⊙	FOUND MONUMENT AS NOTED
(M-M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(R3)	RECORD REFERENCE, SEE SHEET 1
(T)	TOTAL

ALTA/ACSM LAND TITLE SURVEY

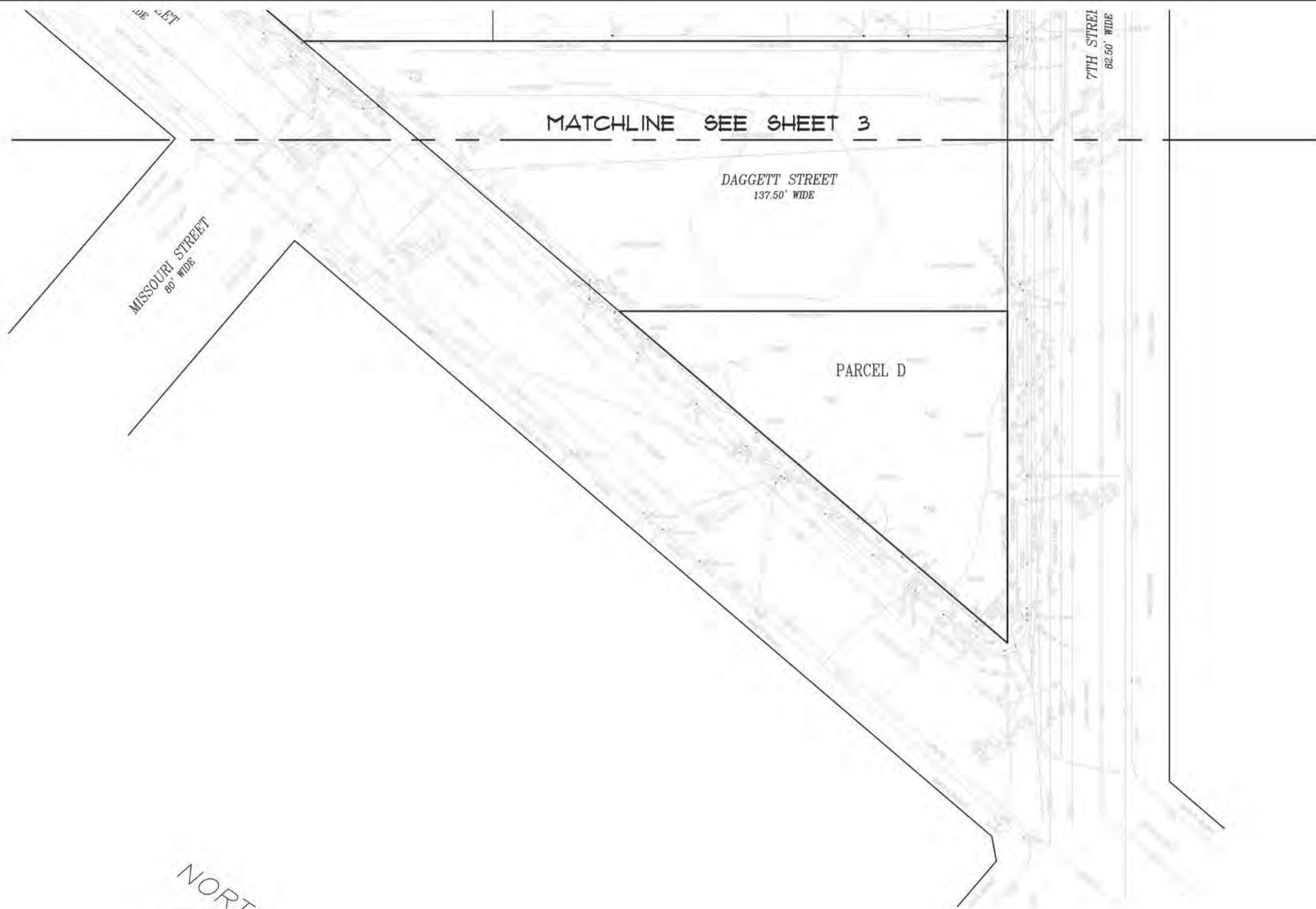
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CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
 SCALE: 1" = 40' FEBRUARY 2011

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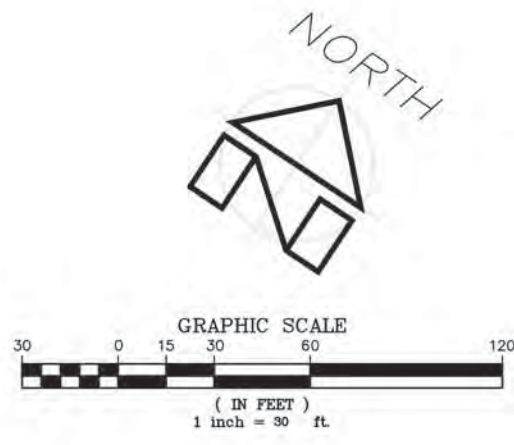


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 738 ALFRED NOBEL DRIVE
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 (510) 724-3388



LEGEND

SYMBOLS	DESCRIPTION
---	BOUNDARY - SUBJECT PROPERTY
---	RIGHT-OF-WAY LINE
---	INTERIOR PROPERTY LINE
---	ADJOINERS PROPERTY LINE
---	MONUMENT LINE
---	CENTERLINE
---	OVERHEAD POWER LINE
---	SANITARY SEWER LINE
---	WATER LINE
---	UNDERGROUND ELECTRIC LINE
---	UNDERGROUND GAS LINE
---	UNDERGROUND TELEPHONE LINE
●	FOUND MONUMENT AS NOTED
●	FIRE HYDRANT
●	CATCH BASIN
●	AREA DRAIN
●	WATER VALVE
●	WATER METER
●	STORM DRAIN MANHOLE
●	SANITARY SEWER CLEANOUT
●	SANITARY SEWER MANHOLE
●	TELEPHONE MANHOLE
●	GAS MANHOLE
●	PACIFIC GAS AND ELECTRIC MANHOLE
●	ASPHALT CONCRETE
●	TELEVISION CABLE BOX
●	CONCRETE
●	UTILITY BOX
●	ROOF DRAIN
●	4" BOLLARD
●	WATER BOX
●	PARKING METER
●	GAS VALVE
●	CHAIN LINK FENCE (CLF)
●	SIGN
●	POWER POLE
●	GUY ANCHOR
●	JOINT POLE
●	TRAFFIC SIGNAL
●	TRAFFIC SIGNAL BOX
●	STREET LIGHT
●	STREET LIGHT BOX
●	TOP OF FACE OF CURB
●	GROUND
●	ANGLE POINT
●	BACK OF SIDEWALK
●	EDGE OF PAVEMENT
●	CHAINLINK FENCE
●	DRIVEWAY



ALTA/ACSM LAND TITLE SURVEY
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1000 16th Street Urban Mixed-Use Project

Final Environmental Impact Report

Planning Department Case No. 2003.0527E
State Clearinghouse No. 2004112037

Draft EIR Publication Date: January 26, 2008
Draft EIR Public Hearing Date: February 21, 2008
Draft EIR Public Comment Period: January 26 – March 10, 2008
Final EIR Certification Date: April 16, 2009



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion No. 17864

HEARING DATE: April 16, 2009

Hearing Date: April 16, 2009
Case No.: 2003.0527E
Project Address: 1000 16th Street
Zoning: UMU (Urban Mixed-Use); PDR-1-G
(Production, Distribution, Repair, General)
68-X Height and Bulk District
Block/Lot: 3833/001, 002, 003; 3834/001
Project Sponsor: Daniel Murphy, Principal, UrbanGreen Devco, LLC.
As Agent for Cherokee Mission Bay, LLC (site owner)
San Francisco, CA
Staff Contact: Michael Jacinto – (415) 575-9033
michael.jacinto@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED MIXED-USE PROJECT CONTAINING RESIDENTIAL, COMMERCIAL, PDR AND PUBLICLY-ACCESSIBLE OPEN SPACE USES AT 1000 16TH STREET IN SAN FRANCISCO'S SHOWPLACE SQUARE/POTRERO HILL AREA.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2003.0527E, 1000 16th Street Mixed-Use Project (hereinafter "Project"), based upon the following findings:

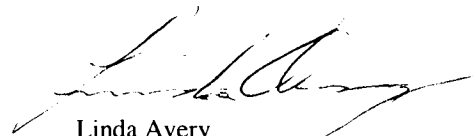
1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required, published in an Initial Study on November 6, 2004, and circulated in a Notice of Preparation to interested parties and provided public notice of that determination by publication in a newspaper of general circulation on March 20, 2004.
 - B. On January 26, 2008 the Department published the DEIR and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on January 26, 2008.
- D. On January 26, 2008, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
- E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on January 25, 2008.
2. The Commission held a duly advertised public hearing on said DEIR on February 21, 2008 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on March 10, 2008.
3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document, published on March 2, 2009 distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at Department offices.
4. A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.
5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1650 Mission Street, and are part of the record before the Commission.
6. On April 16, 2009, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
7. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2003.0527E, 1000 16th Street Urban Mixed-Use Project reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report will have no significant

unavoidable impacts at the project-specific level. At the cumulative level, the Project would result in two significant unavoidable impacts:

- A. **Land Use.** The project would contribute to the loss of production, distribution, and repair ("PDR") land supply in San Francisco as identified in the Eastern Neighborhoods Rezoning and Area Plans Project, of which the subject property at 1000 16th Street is a part.
- B. **Traffic.** Also at the cumulative level, the Project would result in a significant, unavoidable traffic impact at the unsignalized intersection of 16th/Arkansas/Hubbell Streets. The EIR determined that mitigation (signalization) for this intersection was infeasible due to the close proximity to Connecticut Street to the east and 8th and Wisconsin Streets to the west. Due to those nearby streets, there would not be sufficient space to locate traffic signals and provide queuing space, which would affect operations at other intersections.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of April 16, 2009.



Linda Avery
Commission Secretary

AYES: Antonini, Borden, Lee, Miguel, Moore, Olague, Sugaya
NOES: none
ABSENT: none
ADOPTED: April 16, 2009

1000 16th Street Urban Mixed-Use Project

Final Environmental Impact Report

Planning Department Case No. 2003.0527E
State Clearinghouse No. 2004112037

Draft EIR Publication Date: January 26, 2008
Draft EIR Public Hearing Date: February 21, 2008
Draft EIR Public Comment Period: January 26 – March 10, 2008
Final EIR Certification Date: April 16, 2009

Changes from the Draft EIR are indicated by a dot (●) in the left margin.

1000 16TH STREET URBAN MIXED-USE PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

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CHAPTER I

SUMMARY

A. INTRODUCTION

This is the Environmental Impact Report (EIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the 1000 16th Street Urban Mixed-Use Project (the "project") in San Francisco. The Planning Department Case Number is 2003.0527E.

An application for environmental evaluation for the project was filed on April 30, 2004. On the basis of the Initial Study published on November 6, 2004, the Planning Department determined that an EIR would be required (see Appendix A – Initial Study). This EIR is intended to provide information on the environmental effects concerning the proposed project to satisfy the requirements of CEQA and allow the San Francisco Planning Commission to make a decision on the project.

B. PROJECT DESCRIPTION

PROJECT DESCRIPTION (*SEE PAGE 43*)

The project sponsor, Cherokee Mission Bay, LLC, proposes to construct 408 residential units in three buildings, which would be between five stories (55 feet) and eight stories (85 feet) tall, on two currently vacant sites, totaling 3.15 acres and referred to throughout this document collectively as the project site. The project would retain the one-half block long Daggett Street ROW, which extends between the two sites, as a local public street. Along with approximately 425,000 gross square feet (sq. ft.) of residential space, the project would include approximately 15,000 sq. ft. of ground-floor neighborhood-serving commercial retail space (including approximately 6,000 sq. ft. for restaurant uses) and approximately 20,000 sq. ft. of space for production, distribution and repair (PDR) services. Subject to the approval of the City (MTA) and the Port of San Francisco, the Daggett ROW could include publicly accessible open space alongside the public street, proposed to be called "Daggett Place Park." Both the Daggett ROW and the open space would extend from 16th Street to 7th Street. A privately owned but publicly accessible open space (corner park) would also be provided at the terminus of Connecticut Street, between Hubbell and 16th Streets. Private and common open space would be provided for residents of the building in three podium-level courtyards and a podium level pedestrian street.

As part of the ongoing redevelopment of Mission Bay, changes to existing Muni bus service near the 1000 16th Street project site have been contemplated. Specifically, the 30-Stockton or 45-Union/Stockton bus lines could be extended southbound beyond King Street to provide expanded transit service to Mission Bay, Showplace Square and the Lower Potrero Hill neighborhoods. Given the irregular street grid in the vicinity of the subject property, MTA has approached the project sponsor to discuss the possibility of extending an easement across the site to provide for a "cut-through" from Connecticut to Hubbell Street. This transit-only easement would permit electric trolley vehicles to cross the project site more efficiently from the current terminus of Connecticut Street, across a portion of the proposed corner park.

Under this scenario, a portion of the project's proposed corner park would be hardscaped to provide a 24-foot-wide transit-only easement (consisting of one 12-foot travel lane in each direction) that would connect Connecticut Street to Hubbell Street. Such an easement could include directional signage, distinctive paving materials and street furniture (such as bollards and bus shelters) along its edges to reduce pedestrian conflicts. The easement could also act as a possible future transfer station, accommodating stops for both the 30-Stockton and the 22-Filmore lines. As conceptualized in this scenario, the proposed project's corner park could be reduced from approximately 10,000 sq. ft. to about 6,800 sq. ft. in order to accommodate the transit lanes and associated uses.

Approximately 60 percent of the proposed residences (245 dwelling units) would be studio and one-bedroom units and approximately 40 percent (163 dwelling units) would be two- or more bedroom units. Ground-floor units with street frontage would be directly accessible from the street and would include stoop elements. If constructed on-site, fifteen percent (or about 61 units) of the total number of residential units would be

designated as affordable pursuant to the City's Inclusionary Affordable Housing Program.¹ A two-level parking garage would provide 400 independently accessible parking spaces. In addition, approximately 85 parallel, on-street parking spaces would be available on surrounding streets and within the Daggett ROW and the project would include approximately 200 bicycle parking spaces.

PROJECT SETTING (SEE PAGE 53)

The project site consists of Lots 1, 2 and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834, and the Daggett Street right-of-way (ROW). The site is located at the foot of the Potrero Hill neighborhood in San Francisco on the two blocks bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south. The project site is located in an M-2 (Heavy Industrial) Zoning District, and a 50-X Height and Bulk District.

PROJECT APPROVALS (SEE PAGE 67)

The proposed project is not consistent with the Planning Code and *Zoning Maps* and would require the San Francisco Planning Commission and the Board of Supervisors to approve the following Planning Code and *Zoning Map* amendments, unless prior to project approvals the Eastern Neighborhoods rezoning process will have resulted in a similar rezoning of the project site:

- Conditional Use authorization for residential use in an M-2 (Heavy Industrial) zoning district.
- Planning Code and *Zoning Map* amendments for creation of a Special Use District (SUD) to increase the residential density limit to accommodate the proposed density: from the current M-2 limitation of 1 unit/800 sq. ft. of lot area (which with a Planned Unit Development [PUD] authorization may be increased to 1 unit per 600 sq. ft. of lot area less one unit) to approximately 1 unit/336 sq. ft. of lot area; and
- *Zoning Map* amendments to reclassify the Height and Bulk district from 50-X to 85-X, allowing buildings up to 85 feet in height, with no bulk restrictions.

A modification of rear yard location and parking allowed under a PUD would also be required from the Planning Commission.

The approval of the above Planning Code amendments, along with the Conditional Use/PUD authorization, modification of rear yard location, and subdivision maps, would permit housing in an M-2 zoning district and

¹ On August 1, 2006, the Board of Supervisors adopted amendments to Planning Code Section 315, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site. However, pursuant to Planning Code Section 315.3(b)(2), the increased percentage requirements are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, or that do not require zoning map amendments or Planning Code text amendments that would result in a new increase in the number of permissible residential units. The environmental evaluation application was filed on April 30, 2004, but because the proposed project would require zoning map and Planning Code text amendments that would result in a net increase in the number of permissible residential units, the 15 percent on-site requirement would apply to the proposed project.

would allow on the project site a development that has approximately 45 percent more dwelling units than is currently allowed in an M-2 zoning district (from 72 to approximately 130 units/acre).

The San Francisco Department of Public Works (DPW), would need to approve the following:

- Subdivision Maps for lot consolidation and condominium plans for both commercial and residential units; and
- A Street Improvement and/or Encroachment Permit to permit landscape improvements in the Daggett Street ROW.

The Street Improvement and/or Encroachment Permit would allow for improvement of the Daggett Street ROW to City standards as a public street. Along with the Street Closure Ordinance, it would also allow portions of the Daggett Street ROW to be converted to publicly accessible open space. Any street improvements, including use of portions of the street as publicly accessible open space, could also require the consent of the Port of San Francisco Port Commission.

C. ENVIRONMENTAL SETTING AND IMPACTS

This EIR focuses on the following issues: Land Use, Planning and Population; Visual Quality and Urban Design; Transportation; Air Quality; Noise; Hazardous Materials; and Growth Inducement. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.

LAND USE, PLANNING AND POPULATION (*SEE PAGE 70*)

The discussion of population in this section focuses on employment displacement, specifically jobs related to production, distribution, and repair (PDR). The 3.15-acre project site is currently vacant. The property was the former location of the Glidden Paint manufacturing facility, where operations ceased in 1996. In 1999, all above-ground facilities were demolished and only the concrete pads remain. The site is comprised of two parcels, both of which were part of the Glidden Paint facility, separated by a public street, all of which is now fenced. Land uses in the project vicinity are varied and include educational facilities, light industry, office space, a public park, residences, retail, storage, transportation and utility services fleet parking lots, warehouses, and wholesale interior-design-related establishments.

A residential development the size of the proposed project would introduce a substantial change of use at the currently vacant and undeveloped industrial project site and could, if approved, accelerate the evolution of the neighborhood's character from industrial to residential: it would extend residential and mixed-use land uses into this industrial area. The area at present is primarily industrial with small scale residential structures (the 12-unit 49 Missouri Street and the 20-unit 999 16th Street) alongside workplaces. The site is approximately two blocks north of the north-facing slope of Potrero Hill, where the land use is predominantly single- and multi-family residential. The proposed development would shift the neighborhood toward a decidedly denser residential uses in an area with relatively few residential units at present.

The evolution of land uses embodied by the proposed project is anticipated by the City as part of the ongoing transformation of this area from industrial to residential/mixed-use. This is evidenced by other projects recently constructed or under construction in the area, such as 888 7th Street, 450 Rhode Island, and 675 Townsend Street, and other projects proposed in the Showplace Square area (such as the project proposed at 801 Brannan Street/One Henry Adams), which would introduce additional mixed-uses to the neighborhood. The transformation is also evident in the rezoning options and proposed permanent zoning controls described in the draft Showplace Square/Potrero Hill Area Plan, which are currently being analyzed in the EIR for the Eastern Neighborhoods Rezoning and Area Plans (EN DEIR). The EN DEIR is discussed below. The effect of the proposed project on the existing character of the vicinity, while substantial, would not result in an adverse impact.

The EN DEIR was published in June 2007, with certification anticipated in early 2008. The EN DEIR evaluates potential environmental impacts in each of the Eastern Neighborhoods zoning areas associated with three rezoning options – designated Options A, B, and C (as well as a “No Project” option) – which would vary by the degree to which they would permit lands currently zoned for industrial uses to be converted to

residential and mixed-use districts: Option A would permit the least amount of such conversion, while Option C would permit the greatest conversion. The proposed project could potentially contribute to a cumulative impact to land use depending on which EN rezoning option the City chooses, as well as the degree to which it could contribute to the displacement of a large number of people (involving either housing or employment).

Development of the project site, which is currently vacant, would not result in any direct displacement of jobs or housing. However, because the Eastern Neighborhoods rezoning options are currently being examined in the EN DEIR, this EIR revisits the project's potential to displace employment (specifically, PDR), under the cumulative conditions of the Eastern Neighborhoods rezoning process.

Under EN Rezoning Option A, the project site would be within a Mixed-Use Residential (MUR) district, which would promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses, appropriate for development to take advantage of major transit investments. Restrictions on the size of non-residential uses would prohibit the development of large-scale retail and office uses. In each of the proposed area plans, and implementing zoning amendments, specifics of building size and residential density controls would be tailored to existing conditions and to appropriate future development patterns in each neighborhood. Proposed height limits for the project site under Option A would be 50-55 feet.

Under Option B, the project would be within an Urban Mixed-Use (UMU) district, which would encourage transitional development patterns between business and employment districts and predominantly residential neighborhoods, thereby buffering potentially incompatible land uses. In contrast to the other new districts, new development in these mixed-use districts would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial use and types of PDR activities that can coexist with housing (generally, light PDR). Retail, office, and housing uses would be allowed, but non-PDR development would be required to also provide PDR space. Proposed height limits for the project site under Option B would be 40-45 feet, except for the corner of the site bound by 7th and Hubbell Streets, where the proposed height limit is 65 feet.

Under Option C, the subject property would be within two use districts. Primarily, the site would be Residential, Transit-Oriented (RTO), although a portion of the site along 16th Street, just west of the Daggett ROW would be within a Neighborhood Commercial-Transit (NC-T) District. The RTO district would allow moderate-scale housing, with reduced parking requirements and no maximum residential density (other than as limited by height and bulk regulations) in recognition of transit proximity. In these new residential districts, the concentration of residential uses is expected to increase. The NC-T district would have similar controls to the MUR district, but would not permit most PDR uses. Proposed height limits at the project site under Option C (for both use districts) would be 50-55 feet.

The proposed project would be generally consistent with Rezoning Options A and B, but not with Option C (RTO and NC-T district), due to the project's inclusion of PDR space. The proposed project would not be

consistent with the height limits in any of the rezoning options; a zoning map amendment would be required by the project.

Beyond the issue of zoning consistency, the 3.15-acre project site represents a relatively substantial amount of potential PDR land. While the 20,000 sq. ft. of PDR space proposed by the project would utilize a portion of the site for PDR uses, the loss of the remaining site area from the total amount of land available for PDR uses in the Eastern Neighborhoods would be a significant cumulative impact, unless the city rezones other land for exclusive PDR uses to offset the loss. As reported in the EN DEIR, enough land would be available for potential PDR use throughout the Eastern Neighborhoods under Rezoning Options A and B to offset the loss of the majority of the project site, and the potentially significant impact would be reduced to a less-than-significant level. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. The EN Rezoning EIR was certified in August 2008 with the Planning Commission generally adopting the EN Rezoning Option B/C under the EN Rezoning. The Planning Commissioner’s FEIR certification was appealed to the Board of Supervisors on September 23, 2008. The Board upheld the adequacy and completeness of the FEIR by a vote of seven to one and on December 9, 2008 adopted the EN Rezoning Option B/C as part of the EN Rezoning and Area Plans Project. Thus there would be a significant, cumulative land use impact resulting from the proposed project. Because the BOS generally adopted Option B/C in the EN Rezoning, the project would contribute to cumulative land use impacts that is significant and unavoidable.

VISUAL QUALITY AND URBAN DESIGN (*SEE PAGE 86*)

The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands, an area also known as Showplace Square. The northern slope of Potrero Hill is mainly a mix of one-, two- and three-story cottage and row houses, along with multi-family homes, limited stretches of neighborhood-serving retail uses and open space at the two-block Jackson Playground. The buildings have been built over multiple decades and encompass diverse styles, such as Victorian, Art Deco, Modern and live/work. Showplace Square, which begins approximately to the north of 16th Street, is a predominantly industrial area as exemplified by the prevalence of low-rise to mid-rise buildings distributed amid work yards, parking lots, and storage facilities. While occupying relatively large footprints, few of these industrial-use buildings are taller than two stories, though some showroom and office buildings in the western portion of Showplace Square exceed 65 feet in height. In general, the biggest buildings in the area tend to house multiple uses and tenants, ranging from office and retail space to warehouse distribution, which are visually characterized by loading docks and retractable doors.

The proposed project would construct three buildings on the site, ranging in height from five stories (55 feet) to eight stories (85 feet) two of which would be more massive in bulk and height than any nearby structure in the immediate vicinity west of I-280. The three proposed buildings would relate in scale more to the UCSF

Mission Bay campus and the larger buildings in the area. The buildings would be constructed around interior courtyards and adjacent to street-level open spaces. The architecture would be contemporary.

Construction of the proposed project would result in relative intensification of both height and density in the immediate area, and would constitute a substantial – though not adverse – change to the visual environment on the project site, in the lower Potrero Hill/Showplace Square neighborhood. The proposed height of the buildings would be inconsistent with both current and proposed height and bulk districts (requiring a zoning code amendment under both scenarios). However, for reasons discussed herein, it would not be considered to substantially degrade or obstruct publicly accessible scenic views, nor would it substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect. Further, while the proposed project, in conjunction with the buildings currently being constructed in Mission Bay South (including UCSF buildings), as well as potential, foreseeable future mixed-use development within the Showplace Square/Potrero Hill Plan Area would alter the visual character of the nearby area, none would substantially block views of downtown San Francisco from viewpoints on the northern slope of Potrero Hill. As such, there would not be a significant environmental impact on cumulative visual quality, nor would the project contribute substantially to any cumulative degradation of existing visual character or quality of the area or result in a substantial demonstrable negative aesthetic effect.

TRANSPORTATION *(SEE PAGE 104)*

A transportation study for the proposed project was conducted by Wilbur Smith Associates (WSA) and forms the basis of the analysis reported herein.

The transportation study performed for the proposed project reviewed conditions at ten key intersections in the vicinity of the project site. Existing intersection operating conditions were evaluated for the peak hour (generally between 5:00 and 6:00 PM) of the weekday PM peak period (4:00 to 6:00 PM). The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. During the weekday PM peak hour, all signalized intersections operate with acceptable conditions (LOS C or better). The worst approaches at all unsignalized intersections operate with acceptable conditions (LOS D or better) except the intersections of 16th/7th/Mississippi, Mariposa/Mississippi and Mariposa/I-280 on ramp.

A Baseline scenario was developed to include near-term improvement/changes at the intersections of 16th/3rd (new geometry and signal timing to account for the 3rd Street light rail), 16th/7th/Mississippi (new traffic signal and revised geometry required to be installed by Mission Bay) and 16th/De Haro (new traffic signal and revised geometry required to be installed by 450 Rhode Island Street project). With these changes, the intersection of 16th/3rd would operate at LOS B, the intersection of 16th/7th/Mississippi would operate at LOS B, and the intersection of 16th/De Haro would operate at LOS B.

Traffic Impacts

Baseline Plus Project

The proposed project would generate an estimated 8,780 person-trips (inbound and outbound) on a weekday daily basis and 1,239 person-trips during the weekday PM peak hour. Approximately 63 percent of the person-trips would be by auto, 19 percent by transit and 18 percent by walk/other modes. In total, under Baseline Plus Project conditions, the proposed project would generate 563 vehicle trips during the weekday PM peak hour, of which 330 would be inbound and 233 would be outbound.

Overall, the new vehicle trips generated by the proposed project would result in minor changes to the average delay per vehicle at the study intersections, and seven of the ten intersections would continue to operate with similar service levels as under Baseline conditions. At the unsignalized intersections of 16th/Arkansas/Hubbell and Mariposa/Pennsylvania, the worst approaches would operate at LOS F, but the weekday PM peak hour volumes would not meet Caltrans signal warrants. As such, these intersections would still operate satisfactorily under Baseline plus Project conditions. Therefore, there would be no significant traffic impacts at these intersections.

To determine if the proposed project would have a significant impact at the unsignalized intersections of Mariposa/I-280 on ramp and Mariposa/Mississippi, the San Francisco Planning Department conducted an examination of the traffic volumes for the traffic movements that determine overall LOS performance at the unsignalized intersections. Based on these volumes, it was determined that the proposed project would not have a significant traffic impact at the intersection of Mariposa/I-280 on ramp, but would have a significant traffic impact at the intersection of Mariposa/Mississippi. **Mitigation Measure C-1** would reduce the impact to a less-than-significant level.

2025 Cumulative Conditions

Four intersections would worsen to unsatisfactory conditions under the 2025 Cumulative scenario. To determine if the proposed project would have a significant cumulative impact at the four intersections, the Planning Department conducted an examination of the traffic volumes for the traffic movements that determine overall LOS performance. Based on these volumes it was determined that the proposed project would not have a significant traffic impact at the intersections of 7th/Townsend and Mariposa/Pennsylvania, but would have a significant traffic impact at the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi. Each is described in greater detail below.

Less-Than-Significant Traffic Impacts

7th /Townsend: The proposed project would not have a significant contribution to unsatisfactory 2025 cumulative traffic conditions at this location, though the intersection is expected to operate at an unsatisfactory level by 2025 due to anticipated growth. Current improvements at this signalized intersection required to be implemented by the Mission Bay project (including a dedicated left-turn lane for each approach and a dedicated through lane for the northbound and southbound approaches) would not be sufficient to

eliminate these adverse conditions in 2025. While the 2025 cumulative conditions at this intersection would be unmitigable and unavoidable, the project-specific contributions to traffic movements would be small and considered less than significant.

Mariposa/Pennsylvania: The proposed project would not have a significant contribution to unsatisfactory traffic conditions at this location under the 2025 cumulative scenario, though, as with the intersection of 7th/Townsend, the unsignalized intersection is expected to operate at an unsatisfactory level by 2025 due to anticipated growth. However, unlike the intersection of 7th/Townsend, mitigation measures would be sufficient to eliminate these adverse conditions in 2025. As such, the project sponsor agrees to implement **Improvement Measure C-1**, which would address 2025 cumulative conditions, but not project-specific impacts, thereby reducing future impacts to a less-than-significant level.

Mariposa/Mississippi: The proposed project would have a significant traffic impact at this intersection, as the intersection would operate unsatisfactorily under the 2025 cumulative conditions. Implementation of **Mitigation Measure C-2** would reduce this impact to a less-than-significant level.

Significant Traffic Impacts

16th/Arkansas/Hubbell: The proposed project would have a significant, unavoidable traffic impact at this intersection under the 2025 cumulative scenario. Mitigation is infeasible because the potential mitigation, itself, would present additional traffic impacts. At this unsignalized intersection, both the northbound Arkansas Street and southbound Hubbell Street STOP-controlled approaches would operate at LOS F, and Caltrans signal warrants would be met. To improve operations, the intersection would need to be signalized. However, the San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at this location would be infeasible due to the close proximity to Connecticut Street to the east and 8th and Wisconsin streets to the west. Due to those nearby streets, there would not be sufficient space to locate signals and provide queuing space, which would affect operations at other intersections. In addition, the new traffic signals at the nearby intersection of 16th/7th/Mississippi (installed by Mission Bay in 2006) and 16th/De Haro (to be installed by the 450 Rhode Island Street project) would provide gaps in the eastbound and westbound traffic flow that would make it easier for vehicles to turn from Arkansas and Hubbell Streets. As a result, these STOP controlled approaches may not operate with as substantial of a delay as anticipated under 2025 cumulative conditions. Therefore, additional mitigation measures have not been developed. The proposed project would have a significant contribution at this location, and the proposed project would result in an unmitigated significant impact. The impact is thus considered significant and unavoidable.

Transit Impacts

The proposed project would generate 232 transit trips (141 inbound and 91 outbound) during the weekday PM peak hour. Transit trips to and from the project site would likely use the nearby Muni 10-Townsend and 22-Filmore bus lines (or walk to the 19-Polk bus line), and may include transfers to/from other Muni bus/light rail lines or regional transit providers (such as BART, Caltrain, etc.) The project would not result in

a significant impact to transit, nor would there be any project-specific significant impacts to transit under 2025 Cumulative conditions.

Further, as reported in the EN DEIR, transit ridership is anticipated to increase citywide by about 20 percent over baseline conditions. Muni's standard for capacity utilization (riders as a percentage of capacity) is 85 percent or lower. Under all rezoning options in the Eastern Neighborhoods Rezoning and Area Plans, overall capacity utilization on many lines would exceed Muni's 85 percent threshold. However, for subarea cordon lines within Showplace Square/Potrero Hill, capacity utilization would remain below the 85 percent threshold under all rezoning options. This means that, while capacity utilization would likely exceed 85 percent on some lines that traverse Showplace Square/Potrero Hill (resulting in significant impacts on Muni operations at maximum load points even under the 2025 No-Project conditions analyzed in the EN DEIR), such exceedances would not be directly attributed to the proposed project at 1000 16th Street. As such, the project's contribution to future cumulative transit capacity exceedances would not be considerable.

Pedestrian Impacts

Pedestrian trips generated by the proposed project would include walk trips to and from the project site, plus walk trips to and from parked vehicles and transit operators. Overall, the proposed project would add an estimated 456 pedestrian trips (including about 224 walk/other trips and 232 transit trips) to the adjacent sidewalks during the weekday PM peak hour. There would be no significant impact to pedestrian traffic.

Pedestrian conditions in the study area may intensify as new developments are implemented. It is anticipated that pedestrians would have a difficult time crossing 16th Street, primarily due to the increase in traffic volumes along the street. However, the new traffic signals at the intersections of 16th/7th/Mississippi and 16th/De Haro would improve pedestrian conditions by making it easier (and safer) to cross 16th Street. Mission Bay projects are responsible for the signalization of 16th/7th/Mississippi and the 450 Rhode Island project is responsible for the signalization of 16th/De Haro, and there would be no significant impact to pedestrians under 2025 cumulative conditions. The project sponsor agrees to implement **Improvement Measure C-2**, under which the project sponsor would contribute to the funding of the new traffic signals, would improve pedestrian safety when crossing 16th Street, and further reduce the effects of a less-than-significant impact.

In addition, the proposed project would be generally consistent with the policies that are proposed as part of the draft Showplace Square/Potrero Hill Area Plan. As reported in the EN DEIR, SFDPH has developed a "pedestrian injury model" that attempts to predict the change in accidents involving pedestrian injury on the basis of a number of different factors, including vehicular traffic volume, resident population, proportion of occupied housing units without auto access, proportion of the population that uses transit to travel to and from work, proportion of arterial streets without Muni access in the neighborhood, and land area of the neighborhood. As described in the EN DEIR, the City of San Francisco has not established criteria of significance and has not thoroughly evaluated various analysis tools for pedestrian injury collisions. Therefore, as with the EN Rezoning and Area Plans, it cannot be concluded that the proposed residential project at 1000 16th Street would result in a significant effect with regard to pedestrian injury. However, it

should be noted that measures proposed by the project sponsor for the 1000 16th Street project, such as installation of widened sidewalks and contributions to new traffic signals could alleviate site-specific traffic hazards.

Bicycle Impacts

The proposed project would be required to provide 115 bicycle parking spaces (see §155c and §155f of the San Francisco Planning Code). The proposed project would not be required to provide shower and locker facilities, since it is primarily a residential development. The proposed project would provide approximately 200 bicycle spaces (to be located within the garage levels with access from 7th Street), and would therefore meet the Planning Code requirements. There would be no impacts on bicycle riders by the proposed project under current or future scenarios.

Parking Impacts

The proposed project would provide 400 parking spaces within a two-level garage, including 343 spaces for the residential uses (approximately 0.84 spaces per unit), 15 spaces for the retail uses, 25 spaces for the restaurant uses, and 13 spaces for PDR uses, plus three spaces for carshare parking. Of these spaces, 17 would be handicapped-accessible spaces.

The proposed project would be required to provide 461 off-street parking spaces, including 408 spaces for the residential uses, 15 spaces for the retail uses and 25 spaces for the restaurant uses. As part of this total, the proposed project would be required to provide 17 handicapped-accessible spaces. Overall, the proposed project would meet the Planning Code requirements for the retail, and restaurant uses, and for the provision of handicapped accessible spaces. The residential component of the proposed project would not meet the Planning Code requirements (a shortfall of 52 spaces). As a result, the project sponsor would need to seek an exception through PUD to provide fewer off-street parking spaces than required.

Parking Supply/Demand Comparison: The total parking demand for the proposed project would not be accommodated during the weekday midday (a shortfall of 199 spaces) or the weekday evening (a shortfall of approximately 256 spaces). Based on observations of on-street parking in the study area, the weekday midday is approximately 87 percent occupied (around 150 available spaces). These available spaces would help offset the total parking shortfall of the proposed project but would not be able to absorb the project-generated parking demand. During the weekday evening, on-street parking in the study area was relatively low at around 50 percent occupied (around 600 available spaces). As a result, the weekday evening parking shortfall could be accommodated with the existing on-street parking supply. The lower level of the parking structure would be accessible mid-block on both 16th and Hubbell Streets, while the upper level would be located on 7th Street. Designated spaces for public use would be available on the first floor of the parking structure while residential spaces would be designated on the second level. It is anticipated that residents would be able to use the public parking spaces overnight.

Loading Impacts

The proposed project would provide the two off-street residential loading spaces, which would be accessible from a separate Hubbell Street entrance/exit located in Building A, near the corner park at the intersection of Hubbell and 16th Streets. As requested by MTA, five additional striped, on-street loading spaces for commercial uses would be located along Hubbell Street (three adjacent spaces near the northern corner of Building A) and 7th Street (two adjacent spaces near Building C). In addition, the proposed project would provide a passenger loading/unloading area (two spaces) on 16th Street, adjacent to the retail and restaurant frontages.

The proposed project would be required to provide two off-street freight loading spaces, based on the total square footage of residential uses; no freight loading spaces are required for the retail and restaurant uses. As such, the proposed two loading spaces would meet the Planning Code requirements. In addition, the proposed loading dock would meet the Planning Code requirements for size and vertical clearance.

The proposed project would generate an estimated 44 daily delivery trips, which would correspond to a demand for 2.0 loading spaces during an average hour and 2.5 loading spaces during the peak hour of loading activities. Overall, the proposed loading facilities would meet the anticipated demand.

Access for the proposed project's freight loading dock would be located on Hubbell Street. With low traffic volumes on Hubbell Street, delivery trucks backing into the loading dock would not significantly affect local circulation. It should be noted that the dock's two loading spaces would not be reserved for residential or retail/restaurant uses.

Construction Impacts

Detailed plans for construction of the proposed project have not been finalized. However, it is anticipated that construction activities would take 22-24 months to complete, or up to 36 months to complete if the project is built in phases. Primary construction of the project would not be phased, but rather the building and garage would start simultaneously with crews moving from one end of the project to the other. It is anticipated that the garage would be completed prior to the completion of the buildings. Construction activities would typically occur Monday through Friday from 7:00 AM to 7:00 PM, and activities on weekends would only occur on an as-needed basis.

It is anticipated that construction-related trucks would access the project site via the established truck route on 7th Street. Seventh Street would be accessed from I-80 and/or US 101 via the Fremont Street off-ramp or 7th Street off-ramp and from I-280 via the Mariposa off-ramp. Haul routes would be subject to the City's approval. Implementation of **Improvement Measure C-3** would help to reduce traffic congestion caused by construction-related vehicles.

AIR QUALITY (SEE PAGE 130)

The Initial Study concluded that the proposed project pollutant emissions would not cause an exceedance of any ambient air quality standard or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, or permeate its vicinity with objectionable odors and that there would therefore be no significant impacts related to air quality. With implementation of **Mitigation Measure 1**, construction-related air quality effects would be less than significant. Out of concern for the proposed project's proximity to Interstate 280 (I-280), the City Planning Department directed that this document re-examine whether sensitive receptors would be subject to substantial pollutant concentrations.

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six criteria pollutants including ozone (O₃), carbon monoxide (CO), inhalable particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). The station used to characterize ambient air quality in San Francisco is located in the Potrero Hill neighborhood at 10 Arkansas Street, approximately 200 feet from the western edge of the project site.

Annual data summaries for San Francisco prepared by the BAAQMD for the years 1999 through 2005 indicate that: ozone concentrations in 1999, 2000, 2001, 2002, 2003, 2004 and 2005 at stations in San Francisco did not exceed the State 1-hour ozone standard or the Federal 1-hour or 8-hour ozone standards on any day; since 1999, there have not been any days for which monitoring stations in San Francisco and the greater Bay Area have recorded CO concentrations in excess of either the State or Federal standard; PM₁₀ concentrations between 1999 and 2005 exceeded the State 24-hour standard in 12 percent or fewer samples per year at stations in San Francisco, while the State annual standard has been exceeded each year between 1999 and 2004 but has generally declined over the last four years to the point where there were no samples exceeding the standard in 2005 (compared to 7 in 2001); and NO₂, SO₂, sulfates, and lead were within allowable maximum concentrations in San Francisco and the Bay Area.

In order to determine whether data from the nearest BAAQMD monitoring station is representative of the ambient air quality that would be experienced by residents of the proposed project, Sierra Research oversaw monitoring of particulate concentrations, followed by statistical analyses of the data. Monitoring of PM₁₀ and PM_{2.5} was conducted between January and April, 2006, from a station placed along the northern edge of Daggett Street, near 7th Street. This location is approximately 120 feet from the centerline of I-280. The data from the Daggett Street station were analyzed against the existing BAAQMD Arkansas Street monitoring station data as well as data from a SFPUC monitor co-located with the BAAQMD Arkansas Street station.

The air monitoring overseen by Sierra Research in 2006 indicated that the average and maximum PM₁₀ and PM_{2.5} concentrations were higher at the Daggett Street monitoring station than at either of the Arkansas Street monitoring stations. However, while the Daggett Street location experienced higher short-term maximum PM₁₀ and PM_{2.5} concentrations than those monitored concurrently at the BAAQMD's Arkansas Street station, these individual concentrations remain well below the health-based state and federal ambient air quality standards. The Sierra Research report concluded that it is likely that the differences in the means of the PM₁₀ concentrations monitored at Daggett Street and the BAAQMD Arkansas Street station are not

statistically significant. Because PM₁₀ and PM_{2.5} readings at both stations are well below health-based state and federal standards, the particulate pollutant concentrations provided by the existing Arkansas Street station is generally applicable to the ambient particulate concentrations at the project site.

Modeling of diesel emissions was not conducted for the project. With regard to potential exposure of project site residents to diesel particulate emanating from heavy-duty trucks and buses on I-280, the California Air Resources Board's (ARB) Air Quality and Land Use Handbook notes that air pollutant concentrations "can be significantly higher within 500 feet of freeways or other busy traffic corridors, but begin to return to around background levels within around 1000 feet." The project would locate its easternmost residents, who would be sensitive receptors, as close as approximately 120 feet from the centerline of I-280. The majority of the residents in the project would have more separation from the elevated freeway. The park proposed as part of the Daggett ROW would be entirely located within 500 feet of the centerline of I-280, with the closest portions of the area approximately 120 horizontal feet from the centerline (without considering the additional distance from the ground-level park to the elevated freeway).

As discussed in the EN DEIR, modeling of PM_{2.5} emissions (which include diesel particulate matter (DPM)) would be used to determine the health risk for projects that are within the identified proximity to such high-traffic roadways. Assuming certification of the EN DEIR, the proposed project would be subject to EN Mitigation Measure G-2, which holds that a project located in an area where the incremental concentration (from roadway sources only) of PM_{2.5} exceeds 0.2 micrograms per cubic meter (annual average) shall, as part of its CEQA review, include an analysis of PM_{2.5} and shall, if warranted based on the results, incorporate upgraded ventilation systems to minimize exposure of future residents to PM_{2.5} (including DPM) and other pollutant emissions, as well as odors. The proposed project would be in compliance with EN Mitigation Measure G-2 in that emissions at the project site have been modeled by SFDPH and Sierra Research. Emissions modeled by SFDPH were attributable to the I-280 and 16th Street traffic, resulting in an annual PM_{2.5} exposure average of 0.14 micrograms per cubic meter, which would be below the standard of 0.2 micrograms per cubic meter described in the EN DEIR. However, SFDPH modeling data also resulted in a PM_{2.5} exposure level of 0.57 micrograms per cubic meter during the worst case meteorological and traffic conditions. Data collected by Sierra Research from monitoring stations are average daily exposure levels, which are well above the annual threshold of 0.2 micrograms per cubic meter, and emissions from the Daggett Street monitor location were 0.6 micrograms per cubic meter above the background emissions levels collected at the BAAQMD monitoring station at Arkansas Street. Emissions levels collected by Sierra Research were collected during the season in which PM levels are typically high, and do not address annual averages, which would be expected to be much lower.

The project site is below the annual average threshold for PM_{2.5} micrograms per cubic meter. However, due to the range of average daily exposure levels and the proximity of the project site to I-280, the project sponsor agrees to implement **Improvement Measure D-1**, which would ensure further compliance with EN Mitigation Measure G-2 by installing a filtered air system in all residential units that face and are oriented toward 7th Street. As described in EN Mitigation Measure G-2, the filtered air supply system would maintain these units along 7th Street under positive pressure when windows are closed. With implementation of **Improvement Measure D-1**, it would further reduce less-than-significant local air emissions effects.

Implementation of the proposed project would contribute to long-term increases in Greenhouse Gas Emissions (GHGs) resulting from traffic increases (mobile sources) and residential and commercial building heating (area sources), as well as indirectly, through electricity generation. The total estimated emissions for the proposed project would be approximately 58,600 to 61,400 pounds per day, which would represent 0.010% to 0.013% of total GHG emissions estimated for the entire Bay Area and 0.85% to 1.12% of maximum GHG emissions estimated for the entire Eastern Neighborhoods project under year 2025 conditions.

As was concluded in the EN DEIR, the proposed project's incremental increases in GHG emissions associated with traffic increases, residential and commercial space heating, and increased energy demand would contribute to regional and global increases in GHG emissions and associated climate change effects. Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual development project, such as the proposed project, could generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions. Further, the project is proposed in an urban area, with nearby transit access (routes for the light rail "T" line located along 3rd Street, and Muni lines 22-Fillmore and 10-Townsend) and located along 16th Street, a thoroughfare that has been identified in rezoning studies as an emerging transit corridor over time, with the possibility that it could serve as one of the City's possible Bus Rapid Transit Corridors (see Chapter II.B: Project Setting). In addition, the 22-Fillmore is proposed to extend along 16th Street to 3rd Street by 2012 and under another possible scenario, the project site could accommodate a transit-only easement and transfer station for both the future 30-Stockton or 45-Union/Stockton and 22-Fillmore trolley lines.

Given the project's location and proximity to multiple modes of transportation, it is reasonable to state that its transportation-related GHG emissions would tend to be lower than they would be were a project of similar proportions to be located elsewhere in the greater Bay Area, where transit service is generally less available than in an urban setting in San Francisco. The project would create a relatively higher density, mixed-use development within a neighborhood that already includes mixed-use, residential development; thus, as with the larger scale proposal for the entire Eastern Neighborhoods, the proposed project would be expected to generate more walking and other non-vehicular trips than if it were proposed to be located in a lower-density, single use neighborhood, either in San Francisco or other Bay Area cities, particularly in those with a more sprawling urban form where dependence on vehicle trips is typically higher. As new construction, the proposed project would also be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future demand as well as reduce the project's contribution to cumulative regional GHG emissions. The entire Eastern Neighborhoods Rezoning and Area Plans project would be required to meet pertinent City ordinances such as the Residential Energy Conservation Ordinance, and emissions reduction actions included in the San Francisco Climate Action Plan, which would help to further reduce future energy demand, as well as reduce the project's contribution to regional GHG emissions. For these reasons, project effects on GHG emissions would be less than significant.

NOISE (SEE PAGE 147)

Analysis included in the Initial Study determined that there would be no significant effect on noise levels as the result of the proposed project (see Appendix A). However, the Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report (EN DEIR) identifies potential noise compatibility effects that could relate specifically to the proposed project, given its proximity to Interstate 280 (I-280) and the Caltrain rail tracks. Therefore, the issue of noise is briefly revisited in this EIR.

The project's Initial Study addressed potential impacts related to noise and concluded that none of the following aspects related to noise impacts warranted analysis in the EIR: construction noise; project-related traffic noise; building equipment noise; interior noise levels; and groundborne vibration. The Initial Study included **Recommended Improvement Measure 1**, which recommends exterior walls of a double-stud construction and windows of STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the Caltrain train tracks.

Under the proposed EN rezoning, the proposed project would be located within an Urban Mixed-Use (UMU) district, which is intended to serve as a transitional buffer zone between unlike uses (e.g., industrial and residential uses). As such, both residential and PDR uses, as well as other retail and commercial uses, would be permitted within the district. The proposed project includes PDR, residential, and commercial uses. PDR uses can generate operational noise, the sources of which can typically include loading/unloading activities, delivery trucks, parking cars, garbage trucks, and use of refuse bins. Stationary sources of noise from such uses can include refrigeration, air conditioning, and heating units. Depending on the type of commercial or employment activities, noise generated during the evening or nighttime hours can result in noise conflicts between residential and commercial uses.

The proposed project would be required to implement **EN DEIR Mitigation Measures F-4 and F-5**. Implementation of **EN DEIR Mitigation Measure F-4** would reduce such potential conflicts between existing noise-generating uses and new sensitive receptors by requiring evaluation of the noise environment around any site where a noise-sensitive use is proposed, in advance of the first approval of such use. Likewise, implementation of **EN DEIR Mitigation Measure F-5** would reduce potential conflicts between new noise-generating uses and existing noise-sensitive uses. Together, these measures would reduce noise impacts of potentially incompatible uses to less-than-significant levels.

Further, because the projected noise levels at the exterior spaces could extend into a potentially unsatisfactory level as described above, the proposed project at 1000 16th Street would be required to implement **EN DEIR Mitigation Measure F-6**, which would minimize effects on development in noisy areas by actions that could include, among other things, site design to shield open spaces from noise sources and construction of noise barriers. Implementation of **EN DEIR Mitigation Measure F-6** would specifically reduce, to the extent feasible, noise impacts associated with open space areas of residential units and other noise-sensitive uses and would therefore reduce potential impacts on exterior residential features to a less-than-significant level.

● HAZARDOUS MATERIALS (*SEE PAGE 151*)

Portions of the soil and groundwater underlying the project site are contaminated with hazardous materials. The project site is located within the area covered under the Maher Ordinance and must meet the requirements for contaminated soil provided in the ordinance. Compliance with the Maher Ordinance requires testing of subsurface soil to determine the magnitude and extent of soil contamination.

Environmental testing of soil on the project site using procedures required by the San Francisco Department of Public Health (SFDPH) and evaluation of groundwater and soil gas has been conducted in several investigations, including the Data Evaluation and Risk Assessment, which was prepared and submitted to SFDPH for review in March 2005. SFDPH reviewed this report and provided comments in a letter dated March 29, 2005. The Site Mitigation Plan (SMP) was developed in response to the Data Evaluation and Risk Assessment Report (which included a Human Health Risk Assessment) and under the direct supervision of SFDPH in November 2005; the SMP was revised in September 2008. As part of one of the site mitigation measures outlined in the November 2005 SMP, a Work Plan for Targeted Excavation was submitted to SFDPH in January 2007. It was approved by SFDPH in February 2007 and targeted excavation occurred during the fall of 2007. A targeted excavation of a portion of the site was implemented as an interim remedial action during the fall of 2007 in order to remove the source of BTEX – particularly ethylbenzene – in subsurface soil gas. The approved on-site activities, which have occurred independently of any decision on the project, and which followed a Planning Department issuance of a Certificate of Determination of Exemption/Exclusion from Environmental Review in May 2007, were completed in December 2007. The completion of the work was approved by the SFDPH in March 2008.

Under the SMP, existing pavements/concrete pads, tank foundations, and utilities will be removed as required by the redevelopment plan to allow for redevelopment of the site. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities, monitoring wells, and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material.

Once the existing pavements have been removed, the Contractor will excavate soil as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., 3 feet in landscaped areas and 1.5 feet in areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. The site would then be capped by buildings and associated paved areas, which would provide permanent cover for contaminated soils that remain at the site. In non-paved areas, the final cover would consist of geotextile material (a synthetic permeable textile material) and at least 3 feet of clean, imported soil in landscaped areas and at least 1.5 feet of clean, imported soil in areas to be covered by pavers. The construction contractor would be required by the SMP to handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the SMP have been performed in compliance with SFDPH requirements. Methane found on site, is also addressed in the SMP. If all mitigation measures

detailed in the SMP and included in the DEIR are implemented, impacts from soil and groundwater contamination would be less than significant.

GROWTH INDUCEMENT (*SEE PAGE 165*)

The proposed project would construct three buildings that would include approximately 425,000 gross square feet (sq. ft.) of residential space, approximately 15,000 sq. ft. of ground-floor neighborhood-serving retail space (including 6,000 sq. ft. of restaurant space) and approximately 20,000 sq. ft. of space for PDR uses. The project site is currently vacant and no one has worked on the site since 1996. The proposed development would be expected to include approximately 94 retail, restaurant and PDR employees and approximately 16 parking, janitorial, building maintenance and management employees, for a total of about 110 employees. Project construction employment is estimated to be 185 people at the peak of construction. Even if it were to represent all new residents to the City, the project would not result in a substantial contribution to overall housing demand, and would not be considered significant. Based on a household density factor of between 1.35 and 2.22 persons per dwelling unit in use in San Francisco,² the proposed urban mixed-use project is estimated to accommodate between approximately 550 and 900 people, contributing about 400 units to the City's housing stock.

While the increase in numbers of residents and employees on the project site would be noticeable to neighbors, these levels are common and accepted in high-density urban areas such as San Francisco. Further, as discussed in the Land Use section, such growth on the project site and within its vicinity is anticipated in proposed plans currently being evaluated by the City of San Francisco. Each of the three rezoning options that came out of the Community Planning Process – in which residents, businesses, developers and organizations in the four community planning areas of the Eastern Neighborhoods provided input – identified the current preferred zoning for the area to include mixed-use housing/commercial. Permanent zoning controls subsequently proposed by the Planning Department – and currently under study as part of the analysis of the proposed Eastern Neighborhoods Rezoning and Area Plans – would also allow space for production, distribution and repair (PDR) services alongside residential uses in a mixed-use/PDR district that would include the project site. The Showplace Square/Potrero Hill Area Plan proposes roughly the same Urban Mixed-Use districts, which would serve as transitional areas between established residential neighborhoods (e.g., Potrero Hill) and areas intended for PDR and other business activities. Therefore, while the project would introduce a substantial change from industrial to a relatively high density residential use and induce a small amount of growth within the City, given currently proposed plans, this growth would be concentrated within locations identified as appropriate for housing in the City's industrially zoned land and wholly encompassed within the approved General Plan for the City and County of San Francisco. The Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report (EN DEIR), which states that the rezoning project would induce substantial growth and concentration of population in the City of San Francisco, concludes that the anticipated increase in population and density under each of the three proposed rezoning options would not result in significant adverse physical effects on the environment.

² The Mission Bay Final Subsequent EIR used a household density factor of 1.35 to estimate population density; however, 2000 US Census results indicate an average household size of 2.22 persons from the census tract within which the project site exists.

In view of the above, there is no evidence to suggest the project would result in additional development in the vicinity of the project that would not otherwise occur or could not be accommodated.

D. MITIGATION AND IMPROVEMENT MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

The following mitigation measures are necessary to mitigate significant environmental effects to less-than-significant levels. Improvement measures would further reduce effects of the project that were found to have less-than-significant impacts. Measures identified in the Initial Study are indicated by an asterisk (*). All mitigation and improvement measures have been agreed to by the project sponsor.

MITIGATION MEASURES (*SEE PAGE 168*)

Transportation

Under specific intersections, the project would have significant impact on traffic LOS under baseline and cumulative conditions. As described in Chapter III.C, no mitigation measures are presented for the intersection of 16th/Arkansas/Hubbell, which would operate unsatisfactorily under cumulative conditions and is unmitigable.

Mitigation Measure C-1: Mariposa/Mississippi (Project)

Under both Baseline and Baseline plus Project conditions, this unsignalized intersection would operate unsatisfactorily. The proposed project would have a significant impact at this location. To improve operations, the westbound approach could be restriped to provide a right-turn pocket (convert the existing left-through-right lane into a through-left and right-turn pocket). With this change, vehicle delays at the worst approach would improve and the intersection would operate at LOS D under both Baseline and Baseline plus Project conditions. This would reduce the impact to less-than-significant levels. It should be noted that two parking spaces would need to be removed in order to provide a dedicated right-turn pocket for the westbound approach at this intersection.

Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)

Under 2025 Cumulative conditions, this unsignalized intersection would continue to operate unsatisfactorily, even with the implementation of the Baseline/Baseline plus Project mitigation measures. The proposed project would have a significant impact at this location. To improve future operations, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions. This mitigation would reduce the impact to less-than-significant levels.

The project sponsor would be responsible for funding its “fair share” (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Mississippi. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCO^TT and other appropriate City agencies.

Air Quality

Mitigation Measure 1: Construction Air Quality *

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

In addition, because the project site, including the Daggett ROW, would be greater than four acres in size, Bay Area Air Quality Management District's (BAAQMD) enhanced construction air quality mitigation measures would be required and additional measures have been added to the mitigation measure in this EIR.

The project sponsor shall require contractor(s) to: hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for ten days or more; enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.); limit traffic speeds on unpaved roads to 15 mph; install sandbags or other erosion control measures to prevent silt runoff to public roadways; and, replant vegetation in disturbed areas as quickly as possible.³

Hazardous Materials

● **Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities)**

In order to clean up the contaminated soil and groundwater and reduce risks to future land uses on the site, and because the project site is located within the Maher Ordinance Area, a Site Mitigation Plan (SMP) has been developed under direct supervision of SFDPH. As detailed above in the Setting section of this chapter, a Data Evaluation and Risk Assessment Report, which included a Human Health Risk Assessment (HHRA) was completed by Geomatrix Consultants in March 2005 and submitted to SFDPH. In response, SFDPH provided to the project applicant a request for additional information, including a finalized SMP that would address the contaminants found at the site.⁴

³ BAAQMD CEQA Guidelines, 1999, Available on the Internet at: http://www.baaqmd.gov/pln/ceqa/ceqa_guide.pdf

⁴ Bhatia, Rajiv, M.D., M.P.H., Correspondence with Doug Mosteller, Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, March 29, 2005. This document is part of the project file and is available by appointment at the Planning Department.

The SMP, completed in November 2005 and determined by SFDPH to meet its requirements in December 2005⁵, includes three phases: interim site mitigation, final site mitigation, and post-development site mitigation. To meet SFDPH's requirements for mitigation of shallow soil and to address soil vapor and methane conditions, the SMP included the following primary components:

- Excavation and off-site disposal of soil containing metals and PAHs from the top three feet across the site, as well as additional construction-related excavation deeper than three feet, as described below, under Interim Mitigation Measures;
- Mitigation of BTEX in soil vapor in the northwestern portion of the site; and
- Mitigation of methane in soil vapor in the northern portion of the site.

Mitigation of impacts to soil, vapor and groundwater from BTEX was conducted in the interim site mitigation phase, prior to final site development. Originally, the site mitigation measures for BTEX consisted of installation of a Soil Vapor Extraction/Air Sparge treatment system in accordance with the SFDPH-approved Work Plan for Soil Vapor Extraction/Air Sparge System Installation and Operation. As described in Chapter III.F, however, the discovery of a thin layer of contaminated product within the soil pore space during well installation activities in January 2006 led to the development of a revised interim site mitigation plan to address the BTEX issue. The revised BTEX mitigation was described in the Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation⁶ and follow-up letter,⁷ which were approved by SFDPH in February 2008.⁸ The revised BTEX mitigation plan consists of excavation and offsite disposal of all soil from an area 75 feet by 65 feet to a depth of approximately 8 feet. This excavation removed the think layer of product that has been identified as the source of the elevated concentrations of ethylbenzene in this area. No groundwater was encountered during the excavation. The excavation was backfilled to the existing grade with clean imported fill material. In addition, to further reduce the mass of VOCs present in groundwater within the excavation area, a sulfate-containing compound (e.g., ferrous sulfate heptahydrate [FeSO₄ · 7 H₂O]) was added to the excavation backfill material to enhance natural biodegradation processes and allow any residual VOC concentrations to attenuate over time. Additional details relating to the BTEX remediation are described in the Ethylbenzene Excavation Remediation Completion Report. The SFDPH issued a no further action letter with respect to the ethylbenzene excavation in the northwestern portion of the site on March 11, 2008. Additional investigation of the magnitude and extent of methane impacts at the site was performed in accordance with

⁵ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., of Mission Bay LLC and Neil Ziemba, of IRG Assumptions, LLC, December 30, 2005. This document is part of the project file and is available by appointment at the Planning Department.

⁶ Geomatrix Consultants, Inc. Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation, 1000 16th Street, San Francisco, CA, January 23, 2007. This document is part of the project file and is available by appointment at the Planning Department.

⁷ Geomatrix Consultants, Inc. Correspondence with Stephanie Cushing, San Francisco Department of Public Health: *Transmittal of Revised Figures for Targeted Excavation, 1000 16th Street, San Francisco, CA*, February 9, 2007. This document is part of the project file and is available by appointment at the Planning Department.

⁸ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, February 14, 2007. This document is part of the project file and is available by appointment at the Planning Department.

the SFDPH-approved Work Plan for Subsurface Methane Gas Investigation. The results of the additional methane investigation and recommended methane mitigation measures were summarized in the December 2005 Preliminary Subsurface Methane Gas Investigation, which was approved by SFDPH in conjunction with its determination of the adequacy of the SMP. Mitigation measures for methane may include: 1) a horizontal gas membrane beneath proposed buildings; 2) perforated horizontal vent/drain lines beneath the gas membrane to collect and dissipate trapped vapors and to convey nuisance water to area drains or collection sumps; 3) utility trench dams where utilities pass below or penetrate perimeter foundations to reduce the potential for methane gas to migrate and accumulate beneath the buildings from adjacent areas; and 4) seals on conduits for dry utilities that originate outside of the gas membrane and terminate in the interior of the buildings to reduce the potential for methane to enter the buildings through the conduits. Implementation of mitigation measures for methane shall be performed concurrently with site development and in accordance with a SFDPH-approved mitigation plan. Plans and specifications for the methane mitigation measures will be prepared once building plans are available, and will be submitted to SFDPH for review and approval.

In 2001, ICI Paints, the former property owner, proposed interim site mitigation measures; these measures were approved by the SFDPH. The proposed interim mitigation measure of excavating 3 feet of soil across the site was developed by ICI Paints in absence of a future development plan. ICI Paints, however, did not proceed with implementation of the approved mitigation. The site was then acquired by the project sponsor for redevelopment as mixed residential/commercial use. Because the project sponsor has commenced with the development process and the site will be redeveloped in the foreseeable future, the SFDPH-approved mitigation plan for the site was re-evaluated to allow for incorporation of site mitigation into the development process. This SMP was updated in September 2008 to integrate mitigation of fill into site development.

The mitigation measures included as part of the SMP to address shallow fill material shall be implemented in two phases: final mitigation and post-development. These two phases are summarized below.

● ***Final Mitigation Measures***

As detailed in Section 4.4 of the SMP, existing pavements/concrete pads, tank foundations, and utilities shall be removed. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material. Asphalt, concrete, utility pipelines, and other demolition debris shall be recycled or disposed of at appropriate off-site facilities.

Once the existing pavements have been removed, the soil will be excavated as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., three feet in landscaped areas and 1.5 feet in areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. During grading activities site soil may be consolidated on-site and utilized as engineered fill below the final cover (that is, beneath paved or building areas). Excavated soil that will not be reused on site shall be loaded into trucks

and transferred to an on-site soil staging area, where stockpiled material shall be covered with weighted polyethylene sheeting during periods when material is not being added or removed. Stockpiled soil that will not be used on site shall be sampled and characterized for disposal at a hazardous or non-hazardous waste facility. Once stockpiled material has been accepted for disposal at an appropriate off-site facility, the soil shall be transported directly to the disposal facility. All wastes shall be transported and disposed of in accordance with applicable laws and regulations. Equipment contacting soil would require decontamination prior to leaving the site. Water from the cleaning processes shall be collected, containerized, and sampled prior to off-site disposal.

The future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that shall remain at the site. In landscaped areas and areas covered by pavers the final cover will consist of installation of non-woven geotextile material and at least 1.5 feet (for areas covered by pavers) or at least three feet (for landscaped areas) of clean, imported soil above native, potentially impacted (contaminated) soil. The final cover will prevent direct contact with underlying soils and will function as an engineered control to residual affected soils.

Utilities such as water lines and sanitary sewer lines shall be installed in designated utility corridors, which shall be backfilled with clean, imported soil. Non-woven geotextile fabric shall be placed prior to backfilling utility corridors to provide a clear visual boundary between site soils and imported soils.

Construction de-watering water, if generated, shall be pumped into holding tanks and sampled and analyzed for the parameters required for the selected discharge point (i.e., storm drain, sanitary sewer). City of San Francisco procedures related to groundwater de-watering are provided in **Mitigation Measure E-1a**.

Dust control measures (such as water sprinkling to maintain soil moisture, covering of all trucks hauling soil, and the daily sweeping of all paved access roads, parking areas and staging areas, among other measures) shall be implemented to minimize dust generation when earthwork activities occur. The SMP includes a dust monitoring plan. In addition, air monitoring for VOCs, and methane shall be conducted (see **Mitigation Measure E-1b**). Personal air sampling for lead will also be conducted for those workers with the highest potential to be exposed to lead (i.e., a lead exposure assessment) when the duration of soil disturbing activities extends beyond 1 to 2 days according to the Cal-OSHA Lead in Construction Standard (CCR, Title 8, Section 1532.1). Any unanticipated subsurface conditions encountered shall be addressed by a Contingency Plan (see **Mitigation Measure E-1c**).

The results of the final site mitigation work performed shall be included in a Construction Documentation Report that shall be prepared upon completion of the mitigation measures for submittal to SFDPH.

● ***Post-Development Site Mitigation Plan***

Cherokee Mission Bay, LLC, as the site owner, shall oversee implementation of the SMP at the site. A copy of the SMP shall be included in all contracts signed with contractors. Notification to SFDPH is required for all activities disturbing the final site cap.

Maintenance of the final cover shall include the following:

- The cover shall be visually inspected annually for cracks, signs of deterioration, and unauthorized disturbances that may compromise the cover integrity and allow for exposure of residents to contaminated soil. Results of the inspection shall be documented in a report and submitted for SFDPH review as part of an annual report (discussed below).
- All concrete, asphalt, and soil cover that comprise the final cover shall be maintained. Repair and replacement actions, as detailed in the SMP, may be required.

Cherokee Mission Bay, LLC, shall prepare and submit an Annual Summary Report to SFDPH by the thirtieth day of January, each year. The Annual Summary Report shall include the following:

- Specific actions taken by or on behalf of the site owner during the previous year;
- An annual cover inspection report;
- Actions expected to be undertaken during the current year;
- Any requirements of the SMP that were not completed; and
- Any problems or anticipated problems in complying with the SMP.

Cherokee Mission Bay, LLC, is also responsible for providing a modified SMP to SFDPH when substantial changes to the assumptions or conditions documented in the SMP occur.

The SMP shall be implemented in conjunction with the following mitigation measures.

Mitigation Measure E-1a: Water Management

Groundwater

Phase I and Phase II Environmental Assessment encountered groundwater at about 7.5 to 9.0 feet below the surface. However, other on-site borings found groundwater at 3 to 9 feet below the surface. Excavation would be no deeper than three feet except where necessary to remove existing concrete pads. Water management activities will be conducted on-site to minimize the amount of water entering or present in the excavated areas of the site. Temporary berms will be constructed, if necessary, to control the potential for off-site migration of soil via storm water run-off during the initial phases of the excavation and regrading of the site. If the need arises, storm water run-off will be collected within the excavation in sumps and pumped out of the excavation for storage at the site or discharged into the sanitary sewer. Any water to be discharged to the sanitary sewer will be sampled, analyzed and discharged in accordance with the provisions listed in Article 4.1 of the San Francisco Municipal Code, Requirement for Batch Wastewater Discharges.

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of project necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 or the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Storm Water

Storm water pollution controls will be implemented to minimize runoff of sediment in storm water, which could include lead-affected settlement. Storm water pollution controls at construction sites greater than one acre in size are regulated using the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (99-08-DWQ; General Permit). In advance of mobilization for the site, all earthwork contractors disturbing more than one acre of the site will file a Notice of Intent (NOI) to comply with the General Permit on behalf of Cherokee Mission Bay, LLC. Prior to mobilization, these earthwork contractors will also prepare storm water pollution prevention plans (SWPPPs) to address requirements for erosion prevention and storm water management during their work in accordance with Regional Water Quality Control Board and/or State Water Resources Board requirements.

Storm water pollution controls implemented at the site will be based on Best Management Practices (BMPs) implemented to reduce the sediment load of storm water runoff from the site. These practices would include, but not be limited to grading the site to prevent storm water from running off-site, installing storm water control devices (earth berms, silt fences, or hay bale barriers) around the perimeter of unpaved portions of the site until final covers are constructed, and protecting existing or newly constructed catch basins with silt fences, hay bales, or gravel bags. In addition, all contractors will store fuel and chemicals in such a manner that prevents accidental spills from impacting storm water.

Mitigation Measure E-1b: Air Monitoring

Given the severity of contaminants at the project site, and in addition to **Mitigation Measure 1 (Initial Study)**, air monitoring shall be conducted at the site during remediation and construction to test for the presence of toxic emissions from disturbance of the polluted soil. Real-time dust monitoring using hand-held

monitors will be conducted within the work zone and at perimeter locations with readings taken and recorded at least hourly during soil disturbing activities. VOCs may be monitored as a precautionary measure in the work zone through use of a hand held photoionization detector (PID). In accordance with **Mitigation Measure E-1d**, methane monitoring shall be continuous using a combustible gas indicator (CGI), unless previous sampling has shown that methane is not likely to be present in the area where the work will be performed. In the event that sufficiently high concentrations of methane are detected to pose a human health risk, in accordance with regulations in Title 8, Section 5192, of the California Code of Regulations, work shall be halted, SFPDPH shall be informed immediately, the area shall be cordoned off and a guard shall be posted to keep people off of the construction site.

Mitigation Measure E-1c: Contingency Planning

Contingency measures would be taken in the event of one of the following occurrences:

- - Elevated levels of contaminants in excavation storm water. If storm water runoff contains elevated levels of contaminants that cannot be discharged to the San Francisco Department of Public Works (DPW) sanitary sewer, then the wastewater will require treatment, dilution, or collection and removal to an appropriate disposal site.
 - On-site discovery of grossly contaminated material such as petroleum hydrocarbons (e.g., gas, diesel, kerosene) or other odorous soils. If grossly contaminated soil is encountered during excavation the material will be separated and depending on the level of impact, the soil will be evaluated for special disposal requirements, and appropriate health and safety measures will be implemented, as detailed in the SMP.

Mitigation Measure E-1d: Health and Safety Plan

A site-specific Health and Safety Plan will be prepared and implemented by the contractor prior to the commencement of excavation activities. The plan will be implemented during the excavation and construction activities in order to meet the requirements of 29 CFR Section 1910.120(I)(2), CCR, Title 8, Section 5192 (Cal/OSHA) and Hazardous Waste Operations and Emergency Response. The Health and Safety Plan will assign responsibilities, establish personal protection standards and mandatory safety procedures, and provide for contingencies that may arise while operations are being conducted at the site. The main components of the Health and Safety Plan will include:

- - Names of key personnel and alternates responsible for site safety and health, and appointment of a site safety officer. These personnel will be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), 29 CFR Section 1910.120, Hazardous Waste Operations and Emergency Response (HAZWOPER);
 - A description of the health and safety hazards anticipated in performing the work, with measures to reduce those hazards and to protect personnel;

- Identification of methods for reporting unforeseen hazards;
- Safety and health risk monitoring during excavation and monitoring;
- Frequency and types of air monitoring, personnel monitoring, and confirmation sampling techniques, if required;
- Site control measures;
- Decontamination procedures; and
- Contingency Plan meeting the requirements of paragraphs (1)(1) and (1)(2) of Section 29 CFR 1910.120 and Section 5192, Title 8, CCR for safe and effective responses to emergencies including necessary personnel protective equipment.

The plan will be signed by an individual certified in the Comprehensive Practice of Industrial Hygiene by the American Board of Industrial Hygiene and trained in hazardous waste site operations. Workers at the site may be required to be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), and HAZWOPER.

If the Site Mitigation Plan described above, including all subsequent mitigation measures, is implemented, impacts from hazardous materials would be reduced to less-than-significant levels.

Archeological Resources

Mitigation Measure 2: Archeological Resources (Accidental Discovery) *

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)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance.

If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 MEA 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Eastern Neighborhoods DEIR Mitigation Measures Identified in the EIR

The following EN DEIR mitigation measures were specifically identified in the EIR as being required to be implemented as part of the proposed project:

EN DEIR Mitigation Measure F-4: Siting of Noise-Sensitive Uses

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first

project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

EN DEIR Mitigation Measure F-5: Siting of Noise-Generating Uses

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

EN DEIR Mitigation Measure F-6: Open Space in Noisy Environments

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to **Mitigation Measure F-4**, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

IMPROVEMENT MEASURES (*SEE PAGE 180*)

Visual Quality and Urban Design

Improvement Measure B-1: Electrical Infrastructure Visual Effect

The power poles and lines that extend along 16th Street could be considered by some as unaesthetic elements in existing views, and could become more visually discordant in relation to the proposed project, since they would partially obstruct views to and from the project, most prominently in views along 16th Street. The project sponsor would relocate the poles and wires located on the segment of 16th Street between Hubbell and 7th Streets underground in order to improve the visual landscape within the project area.

Transportation

Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)

While the proposed project would not make a considerable cumulative contribution to this impact at this location, under 2025 Cumulative conditions, this unsignalized intersection would operate unsatisfactorily. To improve intersection operations under cumulative conditions, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 cumulative conditions.

The project sponsor would be responsible for funding its “fair share” (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Pennsylvania. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCOIT and other appropriate City agencies.

Improvement Measure C-2: Pedestrian Safety

As traffic conditions increase within the study area, pedestrians may have greater difficulty crossing major arterial and connector streets. Although the signalizing of both of the intersections at 16th/7th/Mississippi (as part of the Mission Bay development) and 16th/De Haro (as part of the 450 Rhode Island development), would improve pedestrian crossings along 16th Street, the project sponsor would be required to coordinate with DPT in order to arrange for the painting of a crosswalk at the intersection of 16th and Connecticut Streets to further improve pedestrian safety when crossing 16th Street.

Improvement Measure C-3: Construction Traffic

Any construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of DPT, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the proposed project.

Air Quality

Improvement Measure D-1: Local Air Emissions

While the effects of local air emissions on the proposed project were determined to be less-than-significant, such effects would be further reduced with the installation of a filtered air supply system to maintain all residential units that both front and are oriented toward 7th Street under positive pressure. The ventilation

system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, shall include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor shall present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor would also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.

Noise

Recommended Improvement Measure 1: Interior Noise Levels *

Because occupants of the proposed residential units, particularly those fronting 7th Street, would be subject to noticeable single-event railroad noise, namely noise from Caltrain rail cars, the engine and at-grade whistle blasts, the Planning Commission could require the project sponsor to implement improvements that would reduce interior noise levels potentially experienced by occupants. These improvements would include exterior walls of a double-stud construction and windows with an STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the train tracks. This would require two windows with an airspace on the order of six to eight inches between the panes. An alternative to this improvement measure would be to have an interior corridor in the buildings along 7th Street and eliminate residential windows on that façade.

E. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The proposed project would contribute cumulatively to a significant, unavoidable traffic impact at the intersection of 16th/Arkansas/Hubbell Streets. As described in Chapter III.C, both the northbound Arkansas Street and southbound Hubbell Street STOP-controlled approaches would operate at LOS F at this unsignalized intersection, and Caltrans signal warrants would be met. To improve operations, the intersection would need to be signalized. However, the San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at this location would be infeasible due to the close proximity to nearby streets. There would not be sufficient space to locate signals and provide queuing space, which would affect operations at other intersections and the cumulative impact at 16th/Arkansas/Hubbell Streets would therefore be unmitigable. In addition, the new traffic signals at the nearby intersection of 16th/7th/Mississippi (installed by Mission Bay in 2006) and 16th/De Haro (to be installed by the 450 Rhode Island Street project) would provide gaps in the eastbound and westbound traffic flow that would make it easier for vehicles to turn from Arkansas and Hubbell Streets. As a result, these STOP-controlled approaches may potentially operate with fewer delays than anticipated under 2025 Cumulative conditions.

Additional mitigation measures have therefore not been developed. However, the project sponsor could be asked by the Planning Department to make a “fair share” contribution to any number of measures designed to reduce the impact on the intersection to the greatest extent possible, even though the impact would remain significant. Such measures could include steps taken to encourage residents in the proposed project to engage in carpooling, the use of bicycles and other non-motorized vehicles as primary transportation, and other means of public and/or mass transportation. Further discussions between the project sponsor and the Planning Department could determine whether such a contribution should be made and, if so, what would constitute a “fair share.”

The outcome of the Eastern Neighborhoods Rezoning process is still unknown. As described in the discussion of cumulative land use impacts (see Chapter III.A, Land Use, Planning and Population), under Rezoning Options A and B, enough land would be available for potential Production, Distribution and Repair (PDR) use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site to potential PDR uses in the future. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site from the total stock of land available for PDR use would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset by substantial availability of such land elsewhere. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. Thus, if either the Option C or “No-Project” rezoning scenarios were to be selected as a result of the Rezoning process, implementation of the proposed project would result in a significant cumulative land use impact. Because no mitigation has been identified for the impact at the project level, this impact would be significant and unavoidable.

F. ALTERNATIVES

ALTERNATIVE A: NO PROJECT (*SEE PAGE 185*)

This alternative would entail no change to the currently vacant site. The proposed project would not be built and the existing condition of the site would continue indefinitely. However, this alternative would not preclude future proposals for development of the project site, which possibly could result in traffic impacts similar to, less than or greater than those identified in this EIR. Additionally, it is unclear whether the MTA would pursue a transit-only easement under No Project conditions.

If the No-Project Alternative were implemented, none of the impacts instigated by or associated with the project would occur. The significant and unavoidable 2025 Cumulative impacts at the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi – would occur, but not as a direct result of the proposed project. Other less-than-significant effects described in the Initial Study, including air quality during construction, potential discovery of subsurface cultural resources during excavation, and potentially hazardous materials, among other impacts, would not occur with this alternative. Site contamination would remain on-site if the SMP measures were not implemented; however, on-site containment likely would not pose a significant health hazard assuming no site disturbance (though a No Project Alternative would not result in beneficial effects of remediating a brownfield site back to productive use). Future proposals could result in the need for mitigation measures similar to those discussed in this EIR.

ALTERNATIVE B: 65-FOOT HEIGHT ALTERNATIVE (*SEE PAGE 186*)

The 65-Foot Height Alternative would replicate the site plan and program of the proposed project, in three buildings at a height of 65 feet and six stories, further reducing the proposed project's less-than-significant impacts to visual quality and urban design. As in the proposed project, this alternative would provide 408 residential units in 425,000 gross square feet (sq. ft.), along with approximately 15,000 sq. ft. of ground-floor retail (including up to 6,000 sq. ft. of restaurant space) and approximately 20,000 sq. ft. of PDR space. Approximately 60 percent of the proposed residences would be studio and one-bedroom units and approximately 40 percent would be two- or more bedroom units. As with the proposed project, if constructed on-site, fifteen percent of the total number of residential units would be designated as affordable pursuant to the City Inclusionary Affordable Housing Program. A two-level parking garage would provide approximately 400 parking spaces. A corner park would be provided at the intersection of 16th and Hubbell Streets (privately-owned but publicly accessible) and a public park would be placed alongside the one-block-long Daggett ROW, which would be retained as a public street. This alternative could potentially also accommodate a transit-only easement as described in Chapter I.B, Project Description. The approvals required for the proposed project would also be required for this alternative.

The 65-Foot Height Alternative would meet the project sponsor objectives. Contrasted to the proposed project, this alternative would not require the height/bulk district reclassification for development of up to 85 feet, nor would it require any other height reclassification (assuming the site is reclassified to 65 feet as part of the Eastern Neighborhoods Rezoning process). While some views of downtown and the Bay from and to

Potrero Hill would be preserved in this alternative, with a single uniform building height across the site, solar exposure would be less optimized than in the proposed project.

This alternative would differ from the proposed project only in the height of the buildings in which the proposed uses are distributed. Therefore, impacts from this alternative that would be different from those already identified for the proposed project would be limited to visual quality and urban design. All other impacts, mitigation measures, and improvement measures identified for the proposed project in this EIR and the Initial Study would apply to the 65-Foot Height Alternative.

The 65-Foot Height Alternative would be generally consistent with EN Rezoning Options A and B, though *Zoning Map* amendments to reclassify the height limits allowing buildings up to 65 feet in height on the entire site would be necessary. This alternative would generally not be consistent with Option C, due to its inclusion of PDR space. As with the proposed project, if the City chooses EN Rezoning Option C or the No Project Alternative, this alternative would also contribute to a significant cumulative land use impact related to the area-wide loss of PDR land.

Portions of this alternative would be 20 feet lower than the maximum height of the proposed project. Because of its generally smaller size, the 65-Foot Height Alternative would have less intensive effects on views in the area, although such impacts would be less than significant for both this alternative and the proposed project. This alternative would not shade any publicly accessible open spaces.

However, it should be noted that, with the uniform height proposed in this alternative, only the majority of Building A and all of Building B would be reduced in height. Building C would be 10 feet taller than it would be under the proposed project. As such, while the 65-Foot Height Alternative would produce a net reduction in the project's apparent mass, heights would actually be increased in certain locations.

The mitigation and improvement measures that would apply to the proposed project would apply to the 65-Foot Height Alternative.

ALTERNATIVE C: REDUCED DENSITY ALTERNATIVE (SEE PAGE 191)

The Reduced Density Alternative assumes a reduced number of residential units within three buildings with the same footprint as the proposed project but with substantially lower, consistent heights. With regard to residential density, this alternative would be consistent with the Planning Code, which allows for a residential density of 1 unit/600 sq. ft. of lot area in a Planned Unit Development within an M-2 Zoning District, as opposed to the proposed project, which seeks a density exception of 1 unit/390 sq. ft. of lot area through an SUD. The project site, minus the existing 0.88-acre Daggett ROW, is 3.15 acres. Therefore, the Reduced Density Alternative would consist of 228 residential units, 180 units less than the proposed project (including 27 Below Market Rate (BMR) units if the inclusionary units were constructed on-site).⁹ The three buildings would be a uniform height of 50 feet and five stories tall and comprise approximately 350,000 sq. ft. The units would be larger than those in the proposed project, and would consist entirely of two or more

⁹ Because no up-zoning would be required, the prior inclusionary requirements of 12 – 17% would apply, pursuant to Planning Code Section 315-3(b)(2).

bedrooms. The amount of space proposed for other uses – approximately 15,000 sq. ft. of ground-floor, neighborhood-serving retail space (including 6,000 sq. ft. for a restaurant) and 20,000 sq. ft. for PDR uses – would remain the same as in the proposed project. Approximately 230 parking spaces would be provided in a garage containing one complete level and one partial level. In this alternative the Daggett ROW would be retained as a public street but would not contain the public open space included as part of the proposed project. This alternative could potentially also accommodate a transit-only easement as described in Chapter I.B, Project Description. The approvals required for the proposed project would also be required for this alternative, though this alternative would not require height reclassification.

Compared to the proposed project, the Reduced Density Alternative, because of its smaller size, would have incrementally less intensive environmental effects on visual quality and urban design, construction noise, air quality, shadows, wind, utilities and public services, and energy/natural resources, although these impacts would be less than significant for both this alternative and the proposed project. For purposes of this EIR, the Reduced Density Alternative is considered to be the environmentally superior alternative. The proposed project would have impacts related to land use, planning and population, though they would not be significant. Because the Reduced Density Alternative would have fewer residential units than the proposed project while retaining the same amount of PDR space, the ratio of PDR space to residential space on the project site would increase and this alternative would be expected to have proportionally less intense land use impacts than the proposed project (though if the City chooses EN Rezoning Option C or the No Project Alternative, this alternative would contribute to a significant cumulative land use impact related to the area-wide loss of PDR land).

This alternative would have reduced effects to the project in those environmental areas not governed by height or bulk: land use, operation noise, biology, geology/topography, hazards, and cultural resources, though the site would still require remediation, including excavation, prior to construction. While less than significant for the project, water use and wastewater production would also be reduced in this alternative, due to the inclusion of fewer units and less landscaping.

Although the Reduced Density Alternative would be the environmentally superior alternative, it would satisfy the project sponsor's objectives to a substantially lesser degree than the proposed project. It would meet the sponsor's primary objective by providing moderate-density housing near downtown while converting underutilized industrial and commercial areas to residential uses and preserving PDR uses in the area, though at a smaller scale. This alternative would provide fewer housing units to meet the City's target for new housing construction, however, it would continue to provide the same amount of retail and PDR space and remediate the hazardous conditions on the site. However, the Reduced Density Alternative would not provide the variety of housing (types and sizes of units) as articulated in the sponsor's objectives, nor would it facilitate improvements to the Daggett ROW to create a public park.

The Reduced Density Alternative would generally be consistent with EN Rezoning Options A and B, though *Zoning Map* amendments to reclassify the height limits allowing buildings up to 50 feet in height on the entire site would be necessary under Rezoning Option B. This alternative would generally not be consistent with Option C, due to its inclusion of PDR space. As with the proposed project, if the City chooses EN Rezoning

Option C or the No Project Alternative, this alternative would also contribute to a significant cumulative land use impact related to the area-wide loss of PDR land. The smaller project would result in fewer people living on the site than under the proposed project.

In the Reduced Density Alternative, the buildings would have a design and visual character similar to that of the proposed project, but would be uniformly the height of Building C as proposed. Thus, Buildings A and B would be between 10 and 30 feet (between one and three stories) shorter in this alternative than in the proposed project. The visual impacts of this alternative, during both day- and nighttime views, would be correspondingly reduced compared to the proposed project (less than significant).

This alternative would retain Daggett Street as a local, public street. Unlike the proposed project, due to the reduction in the number of units provided, the Daggett ROW streetscape improvements to create the park would be financially infeasible.

The Reduced Density Alternative would have similar significant traffic impacts as the proposed project. Under Baseline plus Project conditions, the two unsignalized intersections of Mariposa/I-280 on-ramp and Mariposa/Mississippi would operate unsatisfactorily at LOS F under both the proposed project and the Reduced Density Alternative. The proposed project was determined to have a significant traffic impact at the intersection of Mariposa/Mississippi and a less-than-significant impact at the intersection of Mariposa/I-280. Implementation of **Mitigation Measure C-1** would reduce the Reduced Density Alternative impact at Mariposa/Mississippi to a less-than-significant level.

Under the 2025 Cumulative conditions, the signalized intersection of 7th/Townsend and the unsignalized intersections of 16th/Arkansas/Hubbell, Mariposa/Mississippi, and Mariposa/Pennsylvania would operate unsatisfactorily under both the proposed project and the Reduced Density Alternative. Similar to the proposed project, the Reduced Density Alternative would contribute substantially to the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi under 2025 Cumulative conditions, although less than for the proposed project.

As discussed in Mitigation Measures, the intersection of Mariposa/Mississippi could be improved with a new traffic signal installed (**Mitigation Measure C-2**). With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions. The San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at the intersection of 16th/Arkansas/Hubbell would be infeasible and the new traffic signals at nearby intersections would make it easier for vehicles to turn from Arkansas and Hubbell Streets to 16th Street. As a result, these STOP-controlled approaches may not operate with as substantial of a delay as anticipated under 2025 Cumulative conditions. Therefore, the intersection of 16th/Arkansas/Hubbell would result in a significant unavoidable traffic impact under both the proposed project and the Reduced Density Alternative.

The Reduced Density Alternative would not likely substantially affect transit conditions, nor would it result in significant pedestrian and bicycle impacts. Parking under the Reduced Scale Alternative would be consistent with the Planning Code requirement but would result in a shortfall during the weekday evening. Similar to

the proposed project, these shortfalls would not result in significant secondary parking impacts, and no mitigation measures would be required. There would be no loading-related impacts under this alternative.

The mitigation and improvement measures that would apply to the proposed project would apply to the Reduced Density Alternative.

ALTERNATIVE D: COMMERCIAL ALTERNATIVE (SEE PAGE 197)

The Commercial Alternative would consist of mixed commercial, retail, and PDR space within three buildings with a consistent height of five stories (65 feet). A new fourth building would be constructed and would consist of a seven-level, 504-space parking structure, also at 65 feet in height. The buildings would have the same general footprint as that in the proposed project, except that Building B would be separate from the parking structure (located on the corner of 7th and Hubbell Streets), and there would be no podium level connecting Buildings A and B. No residential space is proposed in the Commercial Alternative. As in the proposed project, the Daggett ROW would be retained as an improved public street and could include an adjacent public park. This alternative could potentially also accommodate a transit-only easement as described in Chapter I.B, Project Description. No Conditional Use authorization for dwelling units in an M-2 district would be required, although a Planning Code Section 321 office space allocation would be necessary if more than 24,999 sq. ft. of office space is proposed.

The ground floors of Buildings A, B and C would include approximately 58,800 sq. ft. of PDR space and approximately 13,800 sq. ft. of neighborhood-serving retail space (including approximately 5,100 sq. ft. for a restaurant). The second through fifth floors of all three buildings would provide a total of approximately 321,000 sq. ft. of office or other commercial space. As in the proposed project, entrance/exit to the lower garage would be located on 7th Street and entrance/exit to the upper garage would be located on Hubbell Street; a separate entrance/exit to the retail garage would be located on 16th Street.

The Commercial Alternative would require a Planning Code amendment to allow for a Height and Bulk reclassification from 50-X to 65-X, and approvals to improve the Daggett Street ROW. As there would be no residential uses under the Commercial Alternative, it would not require Planning Code and *Zoning Map* amendments for creation of a Special Use District (SUD) to increase the residential density.

Because it would include nearly three times the amount of PDR space included in the proposed project, the Commercial Alternative would potentially have fewer impacts related to land use, planning and population. The reduced, uniform height of the buildings in the Commercial Alternative would have less intensive environmental effects on visual quality and urban design, construction noise, shadows, and wind than the proposed project, although these impacts would be less than significant for both this alternative and the proposed project.

This alternative would have similar effects compared to the project in those environmental areas not governed by height, bulk or density: operation noise, biology, geology/topography, hazards, and cultural resources. Water use and wastewater production would be correspondingly reduced because of the lack of residential units and less landscaping requiring irrigation (less than significant for the project).

Because of the restrictions on large-scale office and retail uses under Rezoning Option A, as well as the absence of a mix of uses – namely housing – in the alternative, the Commercial Alternative would be generally inconsistent with both Rezoning Options A and B. The Commercial Alternative would also be generally inconsistent with Rezoning Option C because its inclusion of PDR (generally inconsistent with the NC-T use district) and absence of residential uses (generally inconsistent with the NC-T use district). The Alternative’s 65-foot height would also be inconsistent with each of the rezoning options and would require *Zoning Map* amendments to reclassify the height limits allowing buildings up to 65 feet in height on the entire site.

As described earlier, if the City chooses EN Rezoning Option C or the No Project Alternative, the proposed project would contribute to a significant cumulative land use impact related to the area-wide loss of PDR land. The Commercial Alternative would provide nearly three times the amount of PDR space as the proposed project and would lessen the project’s contribution to the cumulative impact; however, the loss of 3.15 acres of potential PDR space would contribute to a significant cumulative impact.

The reduced, uniform height of the buildings in the Commercial Alternative would have less intensive environmental effects on visual quality and urban design, construction noise, shadows, and wind than the proposed project, although these impacts would be less than significant for both this alternative and the proposed project.

Because the uses under the Commercial Alternative would be substantially different than those of the proposed project (all commercial uses above a nearly 300 percent increase in PDR space), impacts related to traffic would differ accordingly from those associated with the proposed project.

Under Baseline plus Project conditions, the two unsignalized intersections of Mariposa/I-280 on-ramp and Mariposa/Mississippi would operate unsatisfactorily at LOS F under both the proposed project and the Commercial Alternative. The proposed project was determined to have a significant traffic impact at the intersection of Mariposa/Mississippi and a less-than-significant impact at the intersection of Mariposa/I-280. The Commercial Alternative, however, was determined to not be likely to result in significant traffic impacts at the intersection of Mariposa/Mississippi, but to add a considerable amount of project traffic to the eastbound approach to Mariposa/I-280 on-ramp. While implementation of **Mitigation Measure C-1** would further reduce the Commercial Alternative impact at Mariposa/Mississippi to a less-than-significant level, an additional mitigation measure to signalize the Mariposa/I-280 intersection would be required to reduce the impact from the project.

Under the 2025 Cumulative conditions, the signalized intersection of 7th/Townsend and the unsignalized intersections of 16th/Arkansas/Hubbell, Mariposa/Mississippi, and Mariposa/Pennsylvania would operate unsatisfactorily at peak hour under both the proposed project and the Commercial Alternative. Further evaluation would be necessary to determine the Commercial Alternative’s contribution to these intersections under cumulative conditions. Signalization of the intersections Mariposa/Mississippi and Mariposa/Pennsylvania would likely mitigate cumulative impacts (**Mitigation Measure C-2** and

Improvement Measure C-1). With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions.

Cumulative impacts at 7th/Townsend and Sixteenth/Arkansas/Hubbell would likely be unmitigable under the Commercial Alternative. The Commercial Alternative would not likely substantially affect transit conditions, nor would it result in significant pedestrian, bicycle, parking or loading impacts. Further evaluation would be necessary to determine the Commercial Alternative's contribution to a number of intersections under cumulative conditions. In addition, a new mitigation measure to signalize the Mariposa/I-280 intersection would be required to reduce the alternative's impact. Thus, when compared with the proposed project, the Commercial Alternative would reduce some impacts, specifically lessening the impact to cumulative land use. However, the alternative would also result in new, unmitigable impacts to traffic.

All of the mitigation and improvement measures identified for the proposed project – with the exception of **Mitigation Measure 1 – Interior Noise Levels** – would apply to the Commercial Alternative.

ALTERNATIVES CONSIDERED BUT REJECTED (*SEE PAGE 203*)

In addition to those discussed here, a number of alternatives were considered for the project but were ultimately rejected. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed that would meet most of the project sponsor's objectives and where the project's environmental impacts would be substantially lessened or avoided.

G. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Environmental Impact Report focuses on the issues of: Land Use, Planning and Population; Visual Quality and Urban Design; Transportation; Air Quality; Noise; Hazardous Materials; and Growth Inducement. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level, with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than land use, population, visual quality and urban design, transportation, air quality, hazardous materials, and growth inducement.

Comments were received, after publication of the Notice of Preparation for the proposed project, relating to hazardous materials, ambient light, private views, site mitigation-related air quality, and construction noise. Some members of the public may consider these areas controversial. Issues related to hazardous materials are addressed in the Hazardous Materials chapter. Ambient light and private views are addressed in the Visual Resources chapter. Site mitigation-related air quality is addressed in the Hazardous Materials chapter, while construction noise is addressed in the Initial Study (see Appendix A, p. 19).

As previously stated, no approvals or permits for the proposed project may be issued before the Planning Commission certifies the Final EIR.

CHAPTER II

PROJECT DESCRIPTION

A. INTRODUCTION

The 1000 16th Street Urban Mixed-Use Project (hereafter, “the project”) is a proposal for a primarily residential development which requires rezoning and height/bulk reclassification (Planning Department Case No. 2003.0527E). The proposed project would be built upon two triangular blocks (Lots 1, 2, and 3 on Assessor's Block 3833, Lot 1 on Assessor's Block 3834), referred to throughout this document collectively as “the project site.” The flat, 3.15-acre project site is located at the foot of the Potrero Hill neighborhood in San Francisco and is bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south (see Figure 1). The one-block-long Daggett Street runs between 16th and 7th Streets and splits the project site's two parcels. The project would retain the one-half block long Daggett Street right-of-way (ROW) as a local public street. The site is vacant and, along with Daggett Street, is fenced off from public access.

The project sponsor, Cherokee Mission Bay, LLC, proposes to construct a mixed-use residential development on the site with a total of approximately 425,000 gross square feet (sq. ft.) of residential space, approximately 15,000 sq. ft. of ground-floor neighborhood-serving commercial retail space (including approximately 6,000 sq. ft. of restaurant space) and approximately 20,000 sq. ft. of space for production, distribution and repair (PDR) services. **Table 1** summarizes the proposed project's major components and their associated square footages. Mitigation measures agreed to by the project sponsor to lessen environmental impacts identified by this EIR would be carried out as part of the project and are referenced in this chapter and again in Chapter IV, Mitigation and Improvement Measures.

While the retail space would be limited to four locations along 16th Street and the Daggett Street ROW, the PDR space – intended to be subdivided into individual units – would be placed at various locations along Hubbell Street, 7th Street, and the Daggett Street ROW. Subject to approval by the City Municipal Transportation Agency (MTA) and Port of San Francisco, the Daggett Street ROW could include publicly accessible open space alongside the public street, proposed to be called “Daggett Place Park” (and referred to throughout this document as the “ROW park”). Both the Daggett ROW and the ROW park would extend from 16th Street to 7th Street. A privately owned but publicly accessible open space (referred to throughout this document as the “corner park”) would also be provided at the terminus of Connecticut Street, between Hubbell and 16th Streets.

See Figures 2-5 for a site plan, ground level plan, upper floor plan, and elevations.

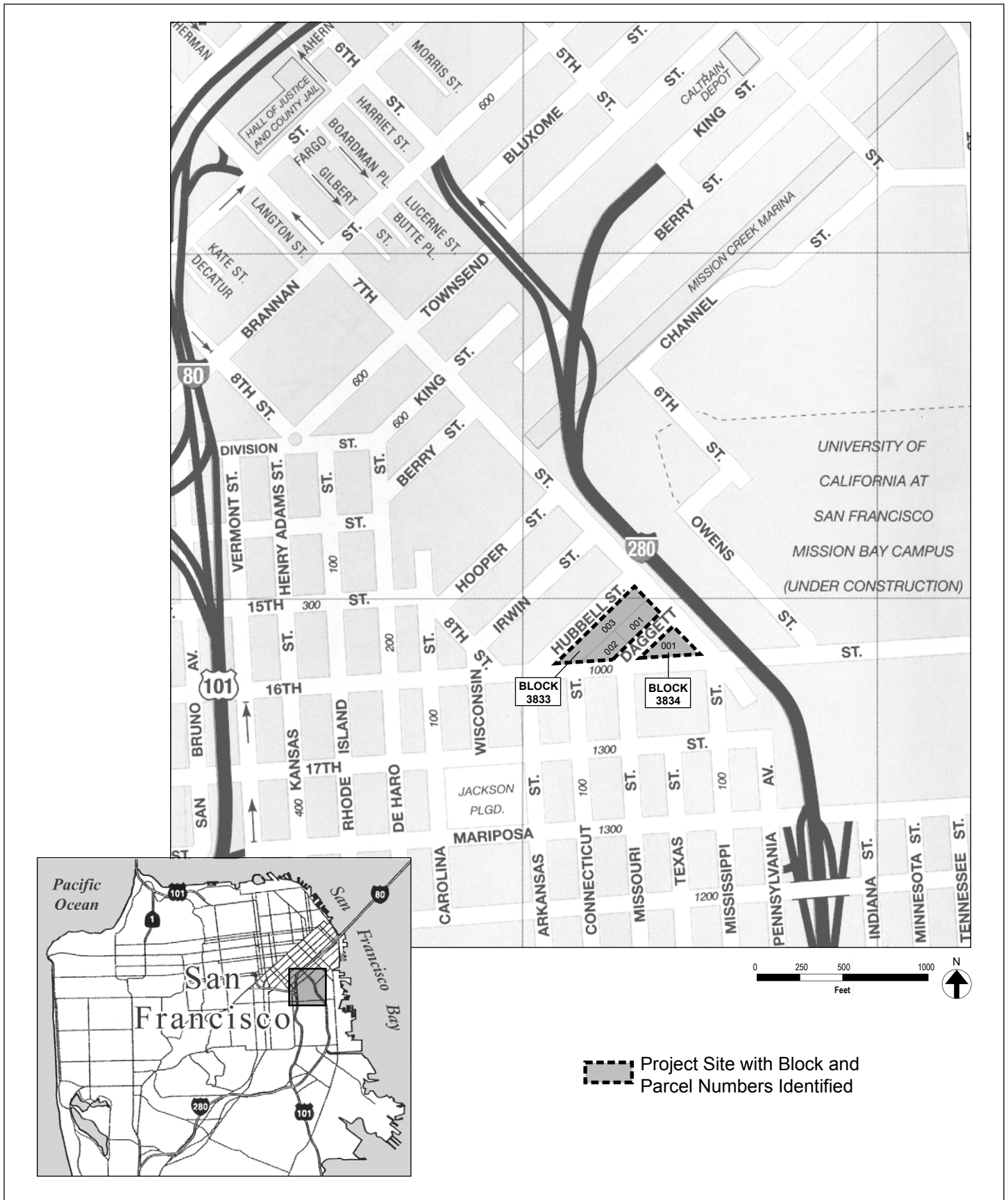
Table 1	
Proposed Project Development Program	
Residential (gross square feet)	425,000
PDR (gross square feet)	20,000
Restaurant (gross square feet)	6,000
Other Commercial / Retail (gross square feet)	9,000
Parking (gross square feet)	140,000
Open Space – Courtyards and Corner Park (gross square feet)	59,000
Total (gross square feet)	659,000
Number Dwelling Units	408
Approx. no. of studio/one-bedroom units	245
Approx. no. of units with two or more bedrooms	163
Number Below Market Rate Dwelling Units	61
Height of Buildings (feet)	55 – 85
Number of Floors	5 – 8
Number of Parking Spaces	400

Note: All square footage numbers are approximate.
Source: Cherokee Mission Bay, LLC, 2007

The proposed development would include 408 residential units in three buildings on the triangular site. Building A, located near the western edge of the site, would be six and seven stories tall, ranging in height from 65 feet to 75 feet in height. Building B, located along the northern edges of the site, would be seven and eight stories tall, ranging from 75 to 85 feet in height. Building C, located on the easternmost corner of the site, would be five stories and 55 feet tall. Approximately 60 percent of the proposed residences (245 dwelling units) would be studio and one-bedroom units and approximately 40 percent (163 dwelling units) would be two- or more bedroom units. Ground-floor units would be directly accessible from the street and would include stoop elements. If constructed on-site, fifteen percent (or about 61 units) of the total number of residential units would be designated as affordable pursuant to the City’s Inclusionary Affordable Housing Program.¹⁰

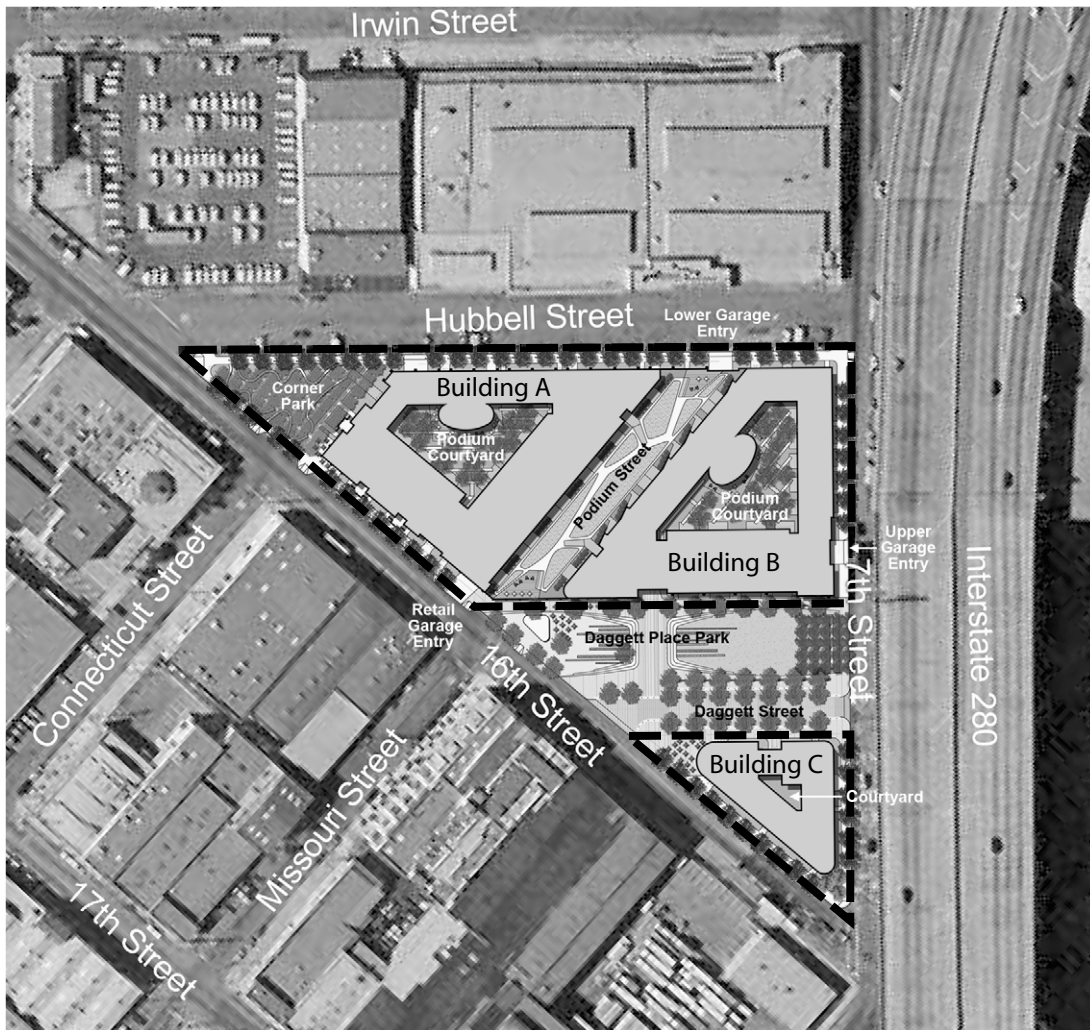
Pedestrian entrances and lobbies for the residential units in Building A would be located along 16th Street facade and the corner park. Pedestrian entrances and lobbies for the units in Building B would be located along Hubbell Street (near the intersection of Hubbell and 7th Streets) and the Daggett ROW. The pedestrian entrance and lobby for Building C would also be located along the Daggett ROW. Exercise and multiuse facilities, available for use only by the project’s residents, would be located on the podium level of the turrets located within Buildings A and B.

¹⁰ On August 1, 2006, the Board of Supervisors adopted amendments to Planning Code Section 315, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site. However, pursuant to Planning Code Section 315.3(b)(2), the increased percentage requirements are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, or that do not require zoning map amendments or Planning Code text amendments that would result in a net increase in the number of permissible residential units. The environmental evaluation application for this project was filed on April 30, 2004, but because the proposed project would require zoning map and Planning Code text amendments that would result in a net increase in the number of permissible residential units, the 15 percent on-site requirement would apply to the proposed project.



Source: California State Automobile Association, 2002

Figure 1 - Project Location



Source: David Baker + Partners, 2006



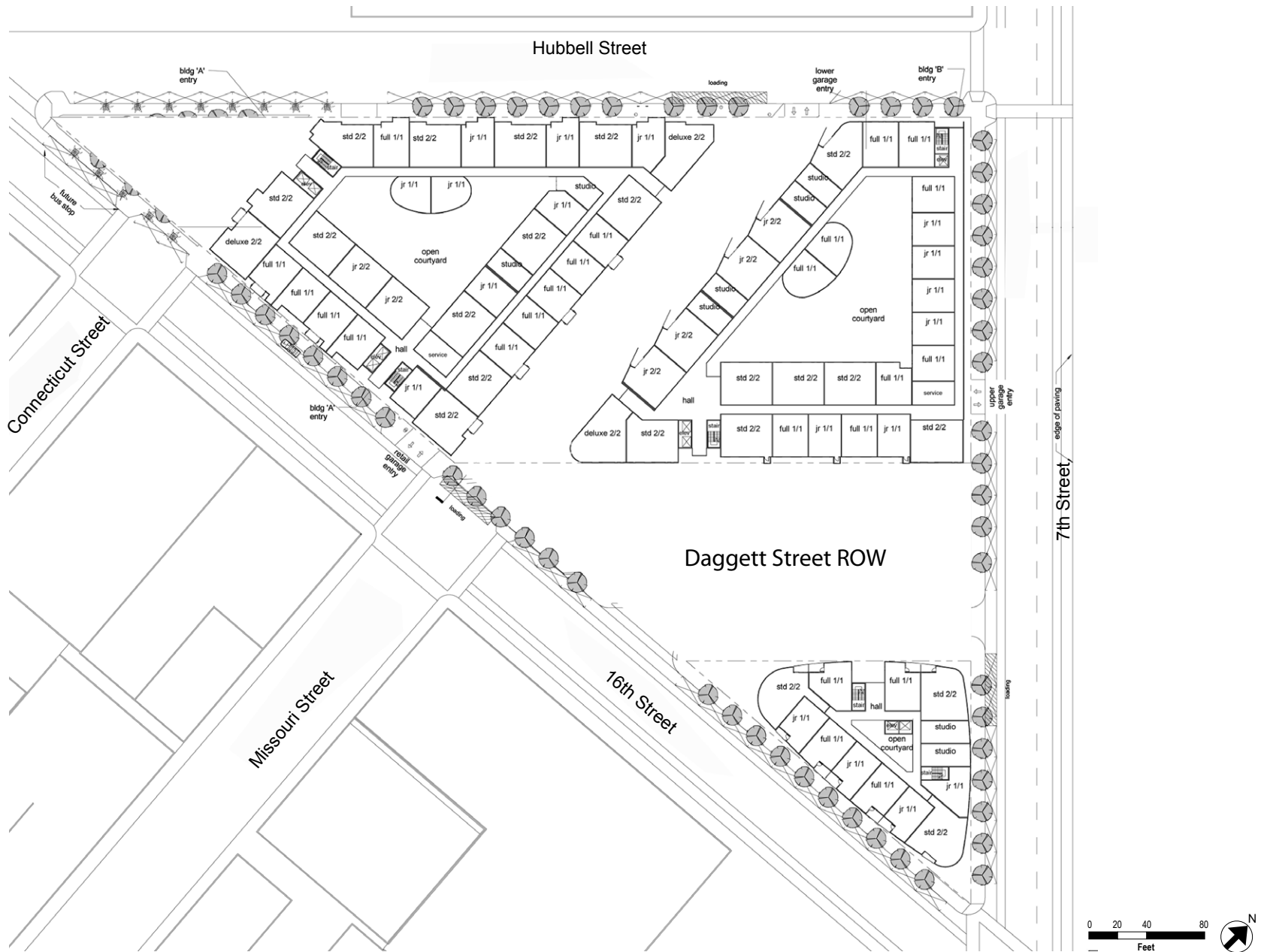
--- Project Boundary

Figure 2 - Site Plan



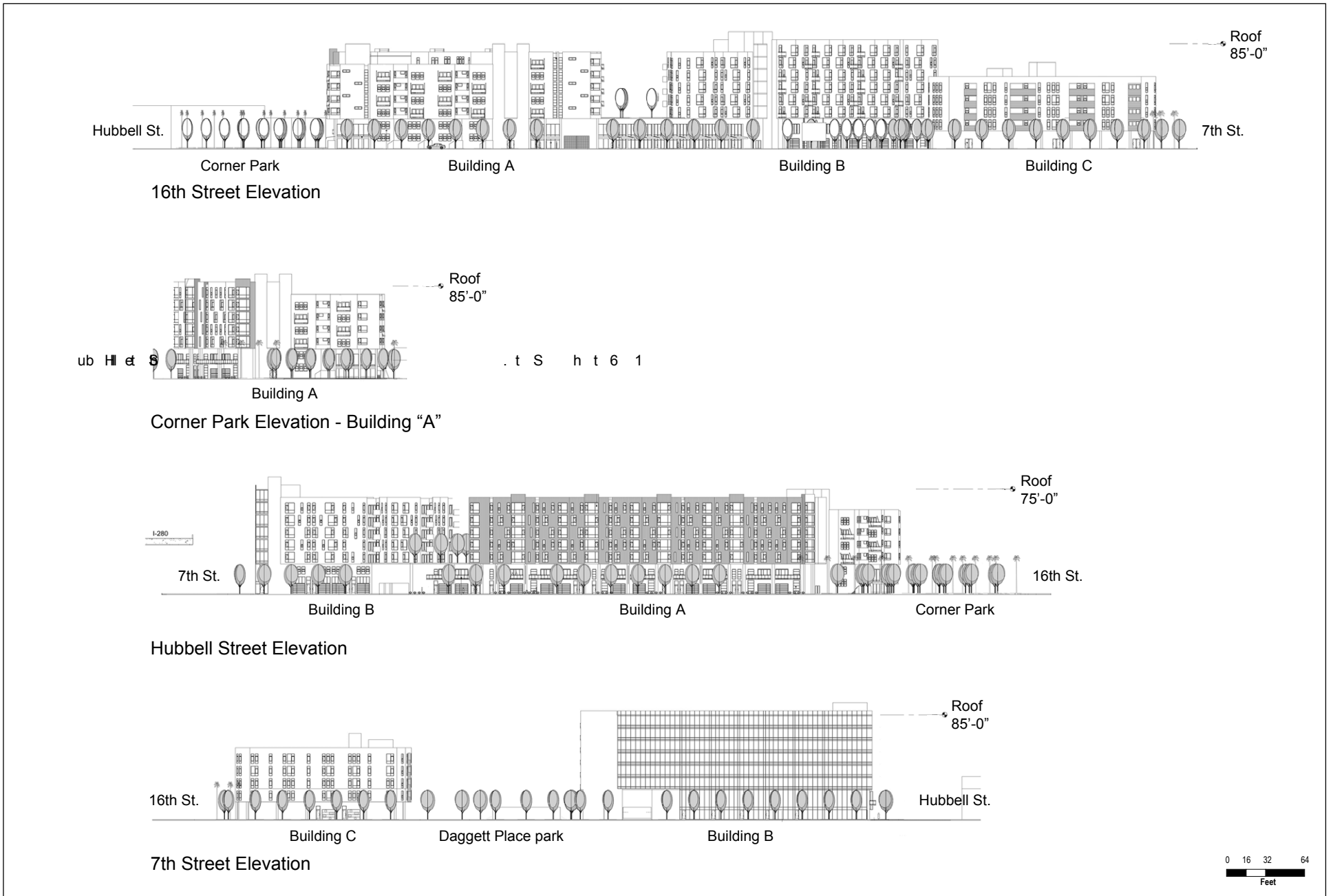
Source: David Baker + Partners, 2006

Figure 3 - Ground Level Plan



Source: David Baker + Partners, 2006

Figure 4 - Typical Upper Level Plan



Source: David Baker + Partners, 2006

Figure 5 - Elevations

Each of the buildings would be constructed around courtyards, which would be located on the second level in Building C and on the podium level in Buildings A and B. The podium-level courtyards would provide private patios and common areas. Also located on the podium level, between Buildings A and B, would be a linear courtyard, extending from the site's southern to northern edge. This podium-level "street" would provide a visual corridor aligned with Missouri Street, and is intended to maintain partial views of downtown San Francisco from lower-lying points along the northern slope of Potrero Hill (see Chapter III.B, Visual Quality and Urban Design for more information). In all, these courtyards would provide about 37,000 sq. ft. of open space for the use of building residents. The project would also include about 22,000 sq. ft. of privately-owned but publicly accessible open space, including the corner park located at the terminus of Connecticut Street (approximately 10,000 sq. ft.) and unrestricted setbacks (approximately 12,000 sq. ft.). Widened sidewalks and landscaped areas along all three of the site's adjacent streets would also be included in the project.

As part of the ongoing redevelopment of Mission Bay, changes to existing Muni bus service near the 1000 16th Street project site have been contemplated. The Mission Bay SEIR, MTA's (Municipal Transportation Agency) Short Range Transit Plan (FY 2004-2023), the Mission Bay South Infrastructure Plan, and the draft Showplace Square Area Plan describe future transit service enhancements to serve Mission Bay, Showplace Square and its vicinity. Specifically, the 30-Stockton or 45-Union/Stockton bus lines could be extended southbound beyond King Street to provide expanded transit service to Mission Bay, Showplace Square and the Lower Potrero Hill neighborhoods.

Electric trolley service could extend south along 4th Street, through the eastern side of Mission Bay to 7th Street, southwest along Hooper Street, southeast along 8th Street, and then southbound along Connecticut Street to 18th Street. The inbound (downtown) route would utilize the same streets, except from 8th Street it would be routed along Irwin Street to connect to 7th Street. These changes could also coincide with an MTA proposal to extend the 22-Filmore line eastward along 16th Street through the southern portion of Mission Bay to 3rd Street, where it could connect with the T-Third light rail line and terminate at Mission Bay Commons.

Given the irregular street grid in the vicinity of the subject property (see Figure 1), MTA has approached the project sponsor to discuss the possibility of extending an easement across the site to provide for a "cut-through" from Connecticut to Hubbell Street. This transit-only easement would permit electric trolley vehicles to cross the project site more efficiently from the current terminus of Connecticut Street, across an area shown on Figure 2 designated as the "corner park."

Under this scenario, a portion of the project's proposed corner park would be hardscaped to provide a 24-foot-wide transit-only easement (consisting of one 12-foot travel lane in each direction) that would connect Connecticut Street to Hubbell Street. Such an easement could include directional signage, distinctive paving materials and street furniture (such as bollards and bus shelters) along its edges to reduce pedestrian conflicts. The easement could also act as a possible future transfer station, accommodating stops for both the 30-Stockton and the 22-Filmore lines.

As conceptualized in this scenario, the proposed project's corner park could be reduced from approximately 10,000 sq. ft. to about 6,800 sq. ft. in order to accommodate the transit lanes and other accessory uses.

A two-level parking garage would provide 400 independently accessible parking spaces (including at least three spaces offered to a publicly accessible "car-share" service or similar program). In accordance with the requirements of Planning Code Section 155, 16 spaces in the garage would be dedicated for handicapped parking. Entrance/exit to the lower garage would be located on 7th Street and entrance/exit to the upper garage would be located on Hubbell Street. A separate entrance/exit to the retail garage would be located on 16th Street. Two off-street residential loading spaces would be accessible from a separate Hubbell Street entrance/exit. Subject to approval by MTA, seven additional striped, on-street loading spaces for commercial uses would be located along Hubbell Street (three spaces), 7th Street (two spaces), and 16th Street (two spaces). The proposed project would allow for approximately 85 parallel, on-street parking spaces on surrounding streets and within the Daggett ROW. In addition, the project would include approximately 200 bicycle parking spaces and would include a new bus loading space along 16th Street, to accommodate the expected re-routed 22-Fillmore bus line.

The exterior of the proposed buildings would be constructed with various materials, with exterior features including bays, offset windows, and façades that would range from horizontal and vertical orientations to being composed completely of windows and aluminum framing. The simulations included in Chapter III.B are conceptual representations of the proposed buildings.

As previously mentioned, the 3.15-acre project site is currently vacant, and was the former location of a paint manufacturing facility, where operations ceased in 1996. All above-ground structures were demolished and removed in 1999, with only concrete pads remaining. These pads, along with all other underground infrastructure still located within the uppermost three feet of soil on the project site, would be removed as part of the developed Site Mitigation Plan (SMP), which was required because the project site is located in a Maher Ordinance area (see Chapter III.F, Hazardous Materials, for more information). The SMP was submitted for review to the San Francisco Department of Public Health (SFDPH) and is based on the findings of a Human Health Risk Assessment (HHRA), which evaluates the risks to future residential uses of the site. The HHRA was submitted to SFDPH in March 2005. An SMP was originally approved by SFDPH in 2001, but was modified under the direction of SFDPH to take into account the proposed project site plan. The current SMP was completed in November 2005 and was approved by SFDPH in December 2005.

Upon the removal of existing pavements and the uppermost three feet of soil as part of the SMP, the site would then be capped by buildings and associated paved areas, which would provide permanent cover for contaminated soils that remain at the site. In non-paved areas, the final cover would consist of geotextile material (a synthetic permeable textile material) and at least two feet of clean, imported soil. Any soil to be removed from the site would be stockpiled, characterized and disposed of at the appropriate licensed landfill. Utility corridors would be lined with geotextile fabric and backfilled with clean, imported soil. A Work Plan for Targeted Excavation was submitted to SFDPH in January 2007 and was approved by SFDPH in February 2007. In May 2007, the Planning Department issued a Certificate of Determination of Exemption/Exclusion

from Environmental Review for the targeted excavation.¹¹ The approved on-site activities commenced in fall 2007 and are expected to be completed by December.

¹¹ San Francisco Planning Department, *Certificate of Determination of Exemption / Exclusion from Environmental Review*, May 7, 2007. Planning Department Case No. 2007.0437E.

B. PROJECT SETTING

The project site is located in the southeast quadrant of San Francisco, at the northern base of Potrero Hill, two blocks north of the Potrero Hill residential neighborhood. The site is just west of the University of California, San Francisco (UCSF) Mission Bay campus on the opposite (westerly) side of Interstate 280 (I-280), and a few blocks southeast of the interior design showroom neighborhood known as Showplace Square. Land uses in the project vicinity are primarily light industrial, but also include educational facilities, office space, a public park, residences and live/work, retail, storage, transportation and utility services fleet parking lots, warehouses, and wholesale interior-design-related establishments. Land uses to the immediate south of the project site along 16th Street include warehouse and moving truck fleet storage, live/work lofts, light industrial food production, medical offices and art studios, each housed in structures that are generally two-to-three stories tall and of greater bulk than most existing nearby buildings. Land uses to the immediate northwest of the project site, along Hubbell Street, include gallery and retail, light industrial, warehouse distribution and warehouse retail. Beyond the blocks adjacent to the project site are the California College of Arts and Jackson Playground.

EXISTING PROJECT SITE ZONING AND HEIGHT AND BULK DISTRICTS

The project site is in an M-2 (Heavy Industrial) zoning district, which allows for manufacturing, light industrial and warehousing uses, various commercial uses, and housing with Conditional Use authorization (see Figure 6: Existing Zoning Districts in the Project Vicinity). The site is located in a 50-X Height and Bulk District, which limits the height of buildings to 50 feet, with no bulk limitations (see Figure 7: Existing Height and Bulk Districts in the Project Vicinity).

The site was identified as part of a production cluster in the Showplace Square Interim Controls, but is now designated for “Urban Mixed-Use” by the Draft Showplace Square/Potrero Area Plan, as well as the Eastern Neighborhoods Proposed Permanent Zoning Controls, each of which is discussed in greater detail below.¹² The site is within San Francisco’s Eastern Neighborhoods, for which a number of rezoning options have been proposed. These options are currently being evaluated as part of the EIR for the Eastern Neighborhoods Rezoning and Area Plans project.

The site is also within the North Potrero subarea of the Central Waterfront Plan area, but is currently proposed to be removed from the Central Waterfront and included in the new Showplace Square/Potrero Hill Area Plan. Both the Central Waterfront Plan and the proposed Showplace Square/Potrero Hill Area Plan are discussed in greater detail below. The project sponsor is seeking a Conditional Use authorization for a Planned Unit Development (PUD), and Planning Code amendments for creation of a Special Use District (SUD) and height/bulk district reclassification because the project would exceed the site’s existing 50-foot height limits and residential density. The project would also require a street improvement and encroachment permit for the Daggett Street ROW and subdivision maps for lot consolidation and condominium plans for both commercial and residential spaces.

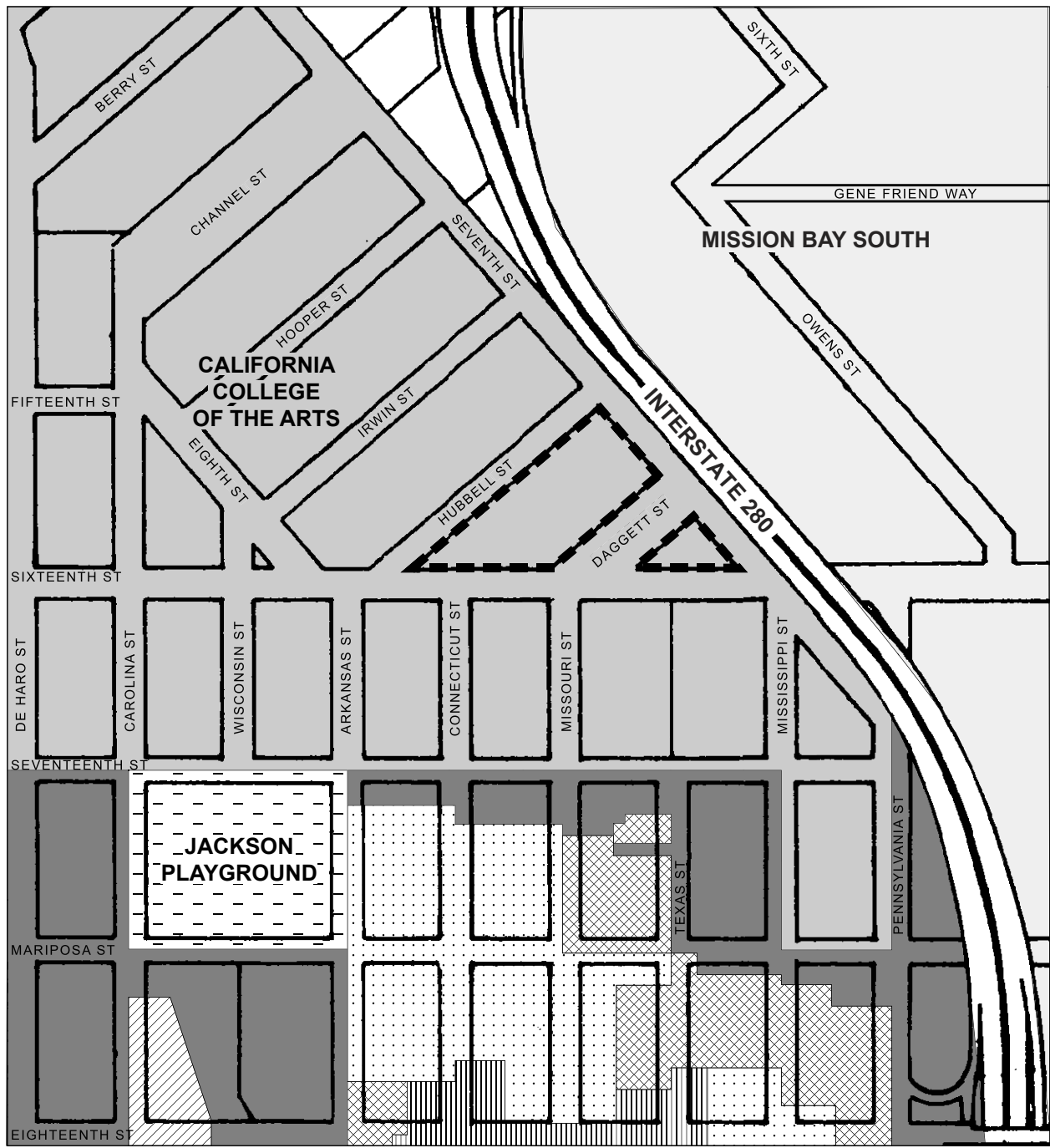
¹² In December 2007, the Planning Department issued the Draft Showplace Square/Potrero Hill Area Plan which includes a proposed zoning map, controls and height districts for public review and comment. These files are available for review on the Internet at www.sfplanning.org.

As illustrated in Figure 6, zoning districts in the surrounding area include M-2 (Heavy Industrial), M-1 (Light Industrial), NC-2 (Small-Scale Neighborhood Commercial), P (Public Use), RH-2 (Residential, House Districts, Two-Family), RH-3 (Residential, House Districts, Three-Family), and the Mission Bay South Redevelopment Area Plan.

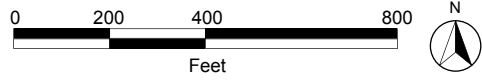
The 50-X Height and Bulk District within which the project is located generally encompasses the blocks contained by 7th Street to the northeast and 17th Street to the south (with the addition of one block that extends south, between Pennsylvania Street and Mississippi Street). With the exception of Jackson Playground, which is an Open Space District, the area to the south of 17th Street is a 40-X Height and Bulk District, which limits the height of buildings to 40 feet, with no bulk limitations. Mission Bay South, including the UCSF Mission Bay campus, to the east and northeast of the project site, is zoned Mission Bay Commercial Industrial/Mixed-Use and each of the height zones within the campus area (HZ-6 east of I-280, south of 16th Street; HZ-7 immediately east of the project site, on the opposite side of I-280; HZ-9 east of 6th Street) would allow base building heights of 90 feet and tower heights of 160 feet. The Mission Bay area is governed by the San Francisco Redevelopment Agency.

The San Francisco Planning Code (Planning Code) – which incorporates by reference the City Zoning Maps – implements the General Plan and governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. As previously noted, the project site is currently zoned M-2 (Heavy Industrial), which allows for manufacturing, light industrial, and warehousing uses at a density of five times the lot area (Floor Area Ratio [FAR] of 5.0:1) or, as applied to the project site, up to about 878,000 square feet. According to Planning Code Section 210.6, properties in this zoning district are the least restricted as to use, and residential dwelling units, mobile home parks, group housing, and motel and hotel uses are allowed with Conditional Use authorization. Other permitted uses in the M-2 district include clinics, social service organizations, secondary or postsecondary education institutions, churches, region-serving retail, professional and business offices.

As previously described, the project would be subject to the Inclusionary Affordable Housing Ordinance. The Board of Supervisors adopted amendments to Planning Code Section 315 on August 1, 2006, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site, or payment of an in-lieu fee as determined by the Mayor's Office of Housing. The project sponsor would provide 15 percent (or about 61 units) of the project's total units to be below market rate (BMR) units as required under the Ordinance. The project as proposed would comply with the Inclusionary Affordable Housing Ordinance.

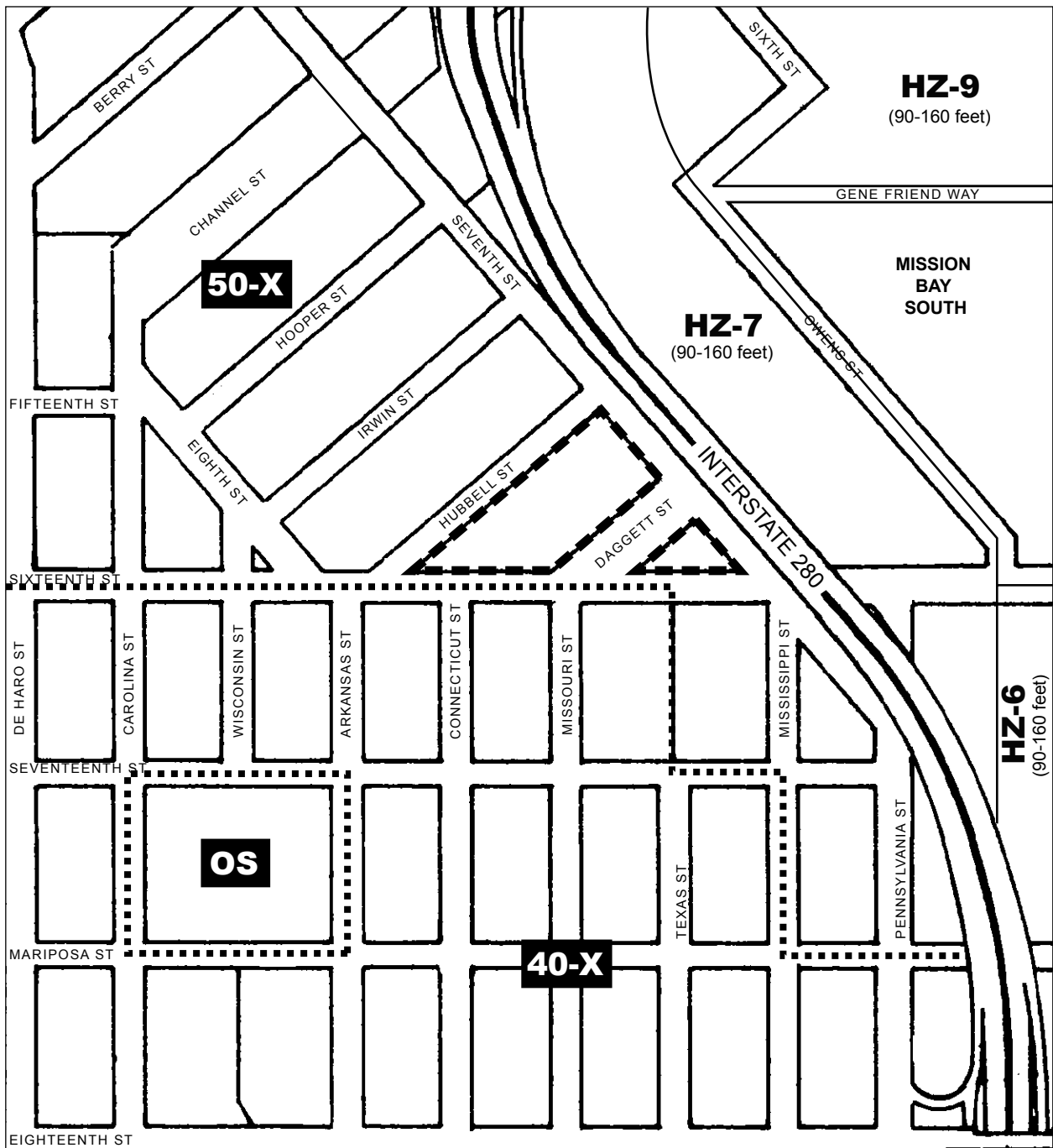


Source: City and County of San Francisco

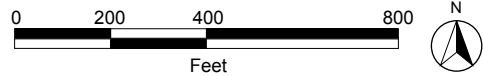


- Project Site
- Light Industrial (M-1)
- Heavy Industrial (M-2)
- Commercial Industrial/Mixed Use (Mission Bay South)
- ▨ Commercial (C-M)
- ▨ Neighborhood Commercial (NC-2)
- ▨ Public (P)
- ▨ Residential, 2 Family (RH-2)
- ▨ Residential, 3 Family (RH-3)

Figure 6 - Existing Zoning Districts in the Project Vicinity



Source: City and County of San Francisco



- Project Site
- Height & Bulk District Boundary
- OS Open Space District
- 00-Z Height & Bulk Limits
 - BULK LIMITS IN PLANNING CODE SEC. 270
 - HEIGHT LIMITS IN FEET
- HZ-X SAN FRANCISCO REDEVELOPMENT AGENCY ZONE NUMBER - ALL HEIGHT ZONES IN ABOVE MAP ALLOW A BASE HEIGHT OF 90' AND TOWER HEIGHT OF 160'
 - HEIGHT ZONE

Figure 7 - Existing Height and Bulk Districts in the Project Vicinity

SAN FRANCISCO GENERAL PLAN

Before approving a permit for any discretionary project requiring an Initial Study under the California Environmental Quality Act (CEQA), vacating a public street, or issuing a permit for any demolition, conversion, or change of use, the City is required to find that the proposed project is consistent with the eight General Plan Priority Policies established by Section 101.1 to the Planning Code.¹³ The Planning Commission's review of the project for consistency with the Priority Policies will take place as a component of its review of the required Planning Code approvals outlined in the Project Approvals section. These policies are: preservation and enhancement of neighborhood serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service sectors from commercial office development; enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the CEQA, or adopting any zoning ordinance or issuing permits for demolition, conversion or change of use, and prior to taking any action, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case report and approval motions for the proposed project will contain the analysis determining whether the proposed project is consistent with Priority Policies.

The City's General Plan, which provides general policies and objectives to guide land use decisions, also contains some policies that relate to physical environmental issues. The compatibility of the project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project. Applicable area plans and elements of the General Plan include the Central Waterfront Area Plan, the Urban Design Element, the Housing Element, and the Transportation Element.

As noted above, the project would not be consistent with the Central Waterfront Plan – North Potrero Subarea policies that encourage industrial preservation and limit development of major new housing projects (see following discussion). Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project (as amended). If the project, on balance, were found to substantially conflict with the General Plan objectives and policies, the Planning Commission would consider such General Plan conflicts in the decision whether to approve or deny the project.

Some key objectives and policies of the General Plan relevant to the proposed project are noted here; others may be addressed during consideration of project approval.

¹³ On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established these eight Priority Policies.

Urban Design Element

- Objective 3: Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.
- Policy 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.
- Policy 3.2: Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess or their public importance.
- Policy 3.3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
- Policy 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
- Policy 3.6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Housing Element

- Policy 1.1 Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.
- Policy 1.2 Encourage housing development, particularly affordable housing, in neighborhood commercial areas without displacing existing jobs, particularly blue-collar jobs or discouraging new employment opportunities.
- Policy 1.3 Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.
- Policy 1.4 Locate in-fill housing on appropriate sites in established residential neighborhoods.
- Policy 4.2 Include affordable units in larger housing projects.
- Policy 11.1 Use new housing development as a means to enhance neighborhood vitality and diversity.

- Policy 11.2 Ensure housing is provided with adequate public improvements, services, and amenities.
- Policy 11.5 Promote the construction of well-designed housing that enhances existing neighborhood character.
- Policy 11.8 Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Transportation Element

- Policy 23.2: Widen sidewalks where intensive commercial, recreational, or institutional activity is present and where residential densities are high.
- Policy 30.1: Assure that new or enlarged parking facilities meet need, locational and design criteria.
- Policy 40.1: Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

Commerce and Industry Element

- Objective 2, Policy 2.1 Seek to retain existing commercial and industrial activity and to attract new such activity to the City.
- Policy 4.11 Maintain an adequate supply of space appropriate to the needs of incubator industries.

The proposed project would be generally consistent with the General Plan policies noted above. The project would also be consistent with the General Plan’s policies for infill housing at moderately high density.¹⁴ With regard to the prevailing scale of the neighborhood, the buildings would, upon completion, be among the largest in the neighborhood west of I-280. However, they would relate to the height of the adjacent elevated portion of I-280 and the bulk of some of the buildings in the immediate vicinity, particularly the tallest residential buildings across 16th Street to the south and to the buildings that are part of UCSF Mission Bay, on the opposite side of I-280.

¹⁴ In general, residential densities in San Francisco can be divided into five categories, as indicated in Table I-27 of the General Plan Housing Element. These categories, with applicable zoning districts and number of units permitted per acre (and estimated population per acre based on the citywide average of 2.3 persons per household), are: Low Density (RH-1, RH-1(D)): 14 un./ac. (32 persons/acre); Moderately Low Density (RH-2, RH-3): 36 un./ac. (83 persons/acre); Medium Density (RM-1, C-1, C-2, M-1, M-2, NCDs): 54 un./ac. (124 persons/acre); Moderately High Density (RM-2, RM-3, RC-2, RC-3): 91 un./ac. (209 persons/acre); and High Density (RM-4, RC-4, C-3, C-M): 283 un./ac. (651 persons/acre).

The Central Waterfront Plan

The project site is located in the North Potrero Area, a subarea of the Central Waterfront Area, which is an area plan in the San Francisco General Plan. The Central Waterfront Plan, adopted in 1980 and subsequently amended, is the policy document that guides growth and development along San Francisco's central waterfront, an irregularly shaped area that includes several subareas: Showplace Square, Mission Bay, the Central Basin and Islais Creek areas, and the northern and eastern slopes of Potrero Hill. The Central Waterfront Plan calls for "the development that will meet the City's pressing economic and employment needs without sacrificing environmental quality,"¹⁵ with an emphasis on industrial development to aid in the diversification of the City's economy. The Central Waterfront Plan was amended in 1990 to divide the plan into two parts: Part I, which covers all subareas except Mission Bay, and Part II, which covers Mission Bay. The overall goal for subareas within the Plan other than Mission Bay "is to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities...in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy."¹⁶ The Central Waterfront Plan was again amended in 1997 to accommodate adoption of the Port of San Francisco Waterfront Land Use Plan, and Part II was amended again in 1998 upon adoption of the Mission Bay North and South Redevelopment Plans.

The North Potrero subarea is roughly bordered by King, 7th and 16th Streets to the north, De Haro Street and San Bruno Avenue to the west, 17th Street to the south, and 7th Street to the east. This subarea adjoins the Showplace Square subarea to the north, and the Mission Bay subarea to the east. Objectives and policies for the North Potrero subarea generally call for the preservation and intensification of the industrial uses that are predominant in the area. Other policies call for transportation improvements, including the provision of new sidewalks and the provision of short-term parking, and preservation of the area's historic industrial character.

The proposed project would be inconsistent with some of the following existing policies, which would be addressed during the project approval process before the Planning Commission. To the extent that identified policy conflicts could result in potential adverse physical effects, such effects are analyzed in the topical chapters of this EIR. The proposed project would require a Conditional Use authorization, as described below in Chapter II.D, Project Approvals and Schedule.

- Policy 1.1 Encourage the intensification and expansion of industrial and maritime uses.

- Policy 1.2 Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial use. Permit only those non-industrial uses which do not interfere with industrial and maritime operations.

- Policy 2.1 Preserve existing residential uses and develop limited new housing.

¹⁵ *San Francisco General Plan, Central Waterfront Plan, as amended September 27, 1990, p.1.*

¹⁶ *San Francisco General Plan, Central Waterfront Plan, as amended September 27, 1990, p.8.*

- Policy 3.1 Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures, and developing vacant land with industrial uses.
- Policy 6.2 Encourage additional housing within established residential areas.
- Policy 14.2 Market vacant land and buildings for light industrial uses.

The proposed project would be generally consistent with the Central Waterfront Plan's transportation improvement policies (regarding sidewalk improvements and provision of short-term parking) and goals related to addressing the City's economic and employment needs (by providing approximately 20,000 sq. ft. for PDR use on the site). Further, the Central Waterfront Plan does not preclude the development of the residential uses in the plan area on sites surplus to industrial and maritime needs. Policies 1.2 and 2.1, for example, urge the development of limited new housing in the plan area, particularly if residential uses do not interfere with industrial and maritime operations (see Chapter III.A, Land Use, Planning and Population, for more information). Policy 6.2 encourages housing within established residential areas which, positioned between the northern slope of Potrero Hill and the increasingly residential portion of UCSF Mission Bay, the project site's vicinity is becoming.

It is also important to note that development of the vacant site would not displace any extant industrial uses. However, once constructed, the proposed urban mixed-use project would preclude industrial uses, beyond PDR, on the site. Further, the introduction of residential uses in the immediate vicinity could result in conflicts with existing industrial and distribution uses, which are potential sources of noise, odors and early morning/nighttime traffic.

Eastern Neighborhoods Rezoning and Area Plans

The Planning Department is currently studying how much of the City's industrially zoned land should be retained for the future, how much industrial land can be converted to other uses, where those areas should be mapped and what types of zoning controls can best accomplish those goals. Toward that objective, the Planning Department has proposed three options for rezoning in the Eastern Neighborhoods area, which includes the project site. Option A would preserve the greatest amount of existing industrially zoned land, while Option C would preserve the least amount of industrial land and create more mixed-use and housing zones in the Eastern Neighborhoods. Zoning Option B would be in between Options A and C, in terms of the amount of existing industrial land preserved and the amount of land converted to mixed-use and housing. These options are being analyzed, and the Eastern Neighborhoods Rezoning and Area Plans Draft EIR (EN DEIR).¹⁷ This analysis, which is discussed in greater detail in the following chapter, is part of an on-going examination of the future of the City's industrially-zoned areas.

In February 2004, the Planning Commission adopted interim policies (Resolution 16727) to govern development in the Eastern Neighborhoods. Those interim policies placed the project site within a

¹⁷ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report*, June 30, 2007. Planning Department Case No. 2004.0160E

“Residential Mixed with Commercial and PDR” district in each of three zoning options, which were earlier iterations of those currently being analyzed in the EN DEIR. In that district, the Commission’s interim policies promote the maximum housing density permitted under current zoning, allow light and medium PDR uses, and strongly encourage at least 20 percent of dwelling units to have two or more bedrooms. Approximately 40 percent of the residences in the proposed project would have two or more bedrooms, though density exceptions are being sought through a proposed SUD.

Ultimately, the proposal for Eastern Neighborhoods rezoning will have been informed by the community planning process for the Eastern Neighborhoods, which predates the interim policies. The planning process is a comprehensive planning effort examining rezoning options that would address the need for housing and jobs in four eastern neighborhoods, including Showplace Square/Potrero Hill. As articulated in a *Rezoning Options Workbook* published in 2003, the Planning Process is guided by four main goals: 1) Reflect local values; 2) Increase housing; 3) Maintain some industrial land supply; and 4) Improve the quality of all existing areas with future development.¹⁸

The *Workbook* argues that the City’s investment in existing transit infrastructure is best supported by locating new infill development in established neighborhoods and commercial corridors. Specific to Showplace Square/Potrero Hill, 16th Street is identified as an emerging transit corridor over time, with the possibility that it could serve as one of the City’s possible Bus Rapid Transit Corridors.

Further, each of the housing options under consideration in the Showplace Square/Potrero Hill neighborhood came out of goals established at community workshops held in 2002-2003. The top five goals were:

- Develop a mix of high density housing types and affordability in the Showplace Square area.
- Maximize development opportunities for quality housing throughout the planning area (i.e., well built and designed housing that meets the needs of the workforce and projected citywide needs).
- Support transit and mode choice by encouraging housing development along transit corridors, particularly medium-to-high density housing within two to three blocks of the existing and anticipated main transit and bicycle routes.
- Eliminate blighted industrial uses in the Showplace Square area.
- Discourage PDR/industrial uses that have low employment density.

The proposed project appears to be generally consistent with these goals of the Community Planning Process in the Eastern Neighborhoods.

¹⁸ San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods Rezoning Options Workbook, First Draft*, February 2003. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364. This draft document is incorporated herein by reference.

The EN DEIR studies the cumulative environmental effects of changes in development patterns that could result from different rezoning scenarios initially discussed in the Eastern Neighborhoods Rezoning Options Workbook. The EN DEIR was published in June, 2007, and is anticipated to be certified in early 2008.

The Draft Showplace Square/Potrero Area Plan

Draft Area Plans for both the Central Waterfront and the Showplace Square/Potrero neighborhoods revise the boundaries of the existing Central Waterfront Plan Area, and would instead place the project site within the newly proposed Showplace Square/Potrero Area, which is roughly bordered by Bryant and 7th Streets to the north; Potrero Avenue to the west; Cesar Chavez, 26th and 25th Streets to the south; and I-280 to the east.

The draft Area Plans are currently undergoing environmental review as part of the EN DEIR and would supersede the existing Central Waterfront Area Plan within the San Francisco General Plan.¹⁹

Implementing the Showplace Square/Potrero Area Plan and Planning Code amendments would “guide the location, intensity and character of new and expanded business and residential activity, the buildings which house these activities, and the public facilities and resources provided within the area covered in the Plan.”²⁰ The proposed project would be within an “Urban Mixed-Use” zoning district, which is intended to serve as transitional space between established residential neighborhoods and areas programmed for PDR and other business activities. As currently envisioned, the district would permit a mix of housing, office, retail, and other uses, while requiring some PDR space.

The draft Showplace Square/Potrero Area Plan (released December 2007) is intended to interact with and reflect the goals and objectives of the Eastern Neighborhoods planning process, which include: the development of a rezoning proposal that reflects the land use needs and priorities of each neighborhood and that meets citywide goals for residential and industrial land use; identification of appropriate locations for housing, affordable housing in particular, in the City’s industrially zoned land; retention of an adequate supply of industrial land to meet the City’s current and future needs of PDR businesses and the City’s economy; and the improvement of the quality of all existing areas with future development.²¹ The Eastern Neighborhoods planning process is described in greater detail later in this chapter and in Chapter III.A, Land Use, Planning and Population.

If approved, the proposed project could be determined to be inconsistent with the following key draft Showplace Square/Potrero Area Plan policies related to height (other policies may be addressed during consideration of project approval):

¹⁹ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Community Plans Initial Study*, December 17, 2005. Planning Department Case No. 2004.0160E

²⁰ San Francisco Planning Department, *Draft Showplace Square/Potrero Area Plan Eastern Neighborhoods Community Workshop Series handout*. December 5, 2006. Available on the Internet at: http://www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/Showplace_Area_Plan_DRAFT_web.PDF

²¹ Available for review at www.sfplanning.org

- Policy 3.1.1 Adopt heights that are appropriate for Showplace Square’s location in the city, the prevailing street width and block pattern, and the anticipated land uses, while respecting the residential character of Potrero Hill.
- Policy 3.1.3 Relate the prevailing heights of buildings to street width throughout the plan area.
- Policy 3.1.5 Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several north-south views toward downtown and Potrero Hill.

The proposed project would be generally consistent with the proposed draft Showplace Square/Potrero Area Plan policies related to land use, housing, transportation and open space: the project would provide a mix of uses as proposed by the Area Plan; the in-fill residential uses would be placed over PDR and retail uses; and the project’s provision of publicly accessible open space. A notable inconsistency with the Area Plan’s proposed height limits would be created, as the proposed project would exceed the height limit allowed on the site (between 55 and 65 feet) by at least 20 feet. Also, while the proposed project is currently consistent with affordable housing requirements required by the Planning Code, its consistency with the final Area Plan will be determined upon adoption of the Area Plan.

C. PROJECT SPONSOR OBJECTIVES

The project sponsor, Cherokee Mission Bay, LLC, proposes a mixed-use project including a variety of housing, neighborhood retail and incubator PDR space, organized around an improved Daggett Street, which may include some publicly accessible open space. According to the project sponsor, the 1000 16th Street project is proposed to accommodate a portion of the demand for new housing close to employment centers such as downtown and Mission Bay, retail services, cultural institutions, and regional transportation.

The proposed rezoning and height/bulk district reclassification for this site would enable the project sponsor to provide substantially more units, and a broader variety of unit types than what could be accommodated without the reclassification.

The objectives of the project sponsor include the following:

- Provide moderate-density housing near downtown and Mission Bay, accessible to various modes of public transit, which seeks to address the objectives of the San Francisco General Plan (General Plan) Housing Element to convert underutilized industrial and commercial areas to mixed-use residential that will contribute significantly to the City's housing supply.
- Create on-site PDR space where none currently exists, thereby contributing to the provision of space suitable for new businesses and blue collar jobs in the Eastern Neighborhoods.
- Provide a variety of housing types for a broad range of households, including ownership units and/or rental units, some of which could accommodate the needs of students and staff at University of California San Francisco (UCSF) Mission Bay and the California College of the Arts, both located near the project site.
- Remediate the hazardous conditions on this brownfield site to return this large infill parcel to productive use.
- Replace a contaminated vacant site with new structures that would provide housing units in a variety of sizes for the San Francisco market, including below market rate units pursuant to the inclusionary housing requirements of Sections 315-315.9 of the San Francisco Planning Code.
- Improve the currently closed Daggett Street right-of-way to reintroduce public vehicular traffic in a narrowed roadway and potentially a public open space area programmed to provide the larger community and neighborhood with space for various cultural programs and recreational and entertainment activities.
- Create a critical mass of neighborhood-serving retail space surrounding an improved Daggett Street right-of-way to serve project residents and the adjacent community.

- Create a development that is a dynamic, mixed-use place that serves as a transitional area between more traditional, established, residential neighborhoods and areas intended for PDR and other business activities, generally consistent with the Planning Department's proposed zoning designation of the site.
- Reclassify the height/bulk district of the site to permit buildings with varied heights up to 85 feet to optimize residential solar exposure and increase the number and types of dwelling units that can be constructed on the project site, while avoiding a single uniform height of buildings across the site, and while preserving views of downtown and the Bay from and to Potrero Hill.
- Provide a publicly accessible open space amenity at the western corner of the site at the intersection of 16th and Hubbell Streets.
- Enhance nighttime and weekend security and safety on the streets in the immediate vicinity of the project site by implementing urban design features which create "eyes on the street."
- Provide design features which enhance the pedestrian experience such as building setbacks, wider sidewalks, crosswalks, pedestrian bulb-outs, etc.
- Efficiently provide adequate on-site (off-street) parking and loading to meet the needs of the project. Incorporate design features that encourage the use of alternative modes of travel, such as bicycling, Muni, and car-share.
- Should market conditions or final zoning designation foreclose residential development on the site, as an alternative provide office or other commercial space in lieu of residential units on the upper floors of the building to support the UCSF Mission Bay campus.

D. PROJECT APPROVALS AND SCHEDULE

An Environmental Evaluation Application was filed with the City of San Francisco by the project sponsor on April 30, 2004. An Initial Study and Notice of Preparation were issued on November 6, 2004. After publication of the DEIR, there will be a public comment period (including a public hearing before the Planning Commission). The 45-day public comment period on this Draft EIR and the public hearing before the Planning Commission on the DEIR is noted on the cover of this DEIR. The Planning Department will prepare and publish a Draft Comments and Responses document, containing a summary of all substantive comments received and the Department's response to those comments. The Draft EIR, together with the Comments and Responses (including any revisions to the Draft EIR), comprise the Final EIR. The Final EIR will be presented in a public meeting to the Planning Commission for certification of its compliance with the requirements of CEQA. The Commission and other decision-makers will consider information in the Final EIR in their deliberations of whether or not to approve the project. No approvals or permits may be issued before the Planning Commission certifies the Final EIR.

PROJECT APPROVALS

The project sponsor, Cherokee Mission Bay, LLC, seeks project approvals from the San Francisco Planning Commission, the City and County of San Francisco Board of Supervisors, the Department of Public Works (DPW) Department of Building Inspection, and possibly, the Port of San Francisco.

Subsequent to planning approvals and prior to initiation of construction, the proposed project would require issuance of building permits from the Department of Building Inspection. No building permit applications have been filed.

The proposed project is not consistent with the Planning Code and *Zoning Maps* and would require the San Francisco Planning Commission and the Board of Supervisors to approve the following Planning Code and *Zoning Map* amendments, unless prior to project approvals the Eastern Neighborhoods rezoning process will have resulted in a similar rezoning of the project site:

- Conditional Use authorization for residential use in an M-2 (Heavy Industrial) zoning district.
- Planning Code and *Zoning Map* amendments for creation of a Special Use District (SUD) to increase the residential density limit to accommodate the proposed density: from the current M-2 limitation of 1 unit/800 sq. ft. of lot area (which with a Planned Unit Development (PUD) authorization may be increased to 1 unit per 600 sq. ft. of lot area less one unit) to approximately 1 unit/336 sq. ft. of lot area; and
- *Zoning Map* amendments to reclassify the Height and Bulk district from 50-X to 85-X, allowing buildings up to 85 feet in height, with no bulk restrictions.

A modification of rear yard location and parking allowed under a PUD would also be required from the Planning Commission.

The approval of the above Planning Code amendments, along with the Conditional Use/PUD authorization, modification of rear yard location, and subdivision maps, would permit housing in an M-2 zoning district and would allow on the project site a development that has approximately 45 percent more dwelling units than is currently allowed in an M-2 zoning district (from 72 to approximately 130 units/acre). The above amendments would also provide for a 35-foot increase in allowable height over the current 50-foot limit. The proposed development would meet the current 5.0:1 (five times the lot area) FAR permits for commercial development in an M-2 zoning district (FAR of 5.0:1 would allow approximately 878,000 sq. ft.; the proposed project is approximately 600,000 sq. ft.).

The San Francisco Department of Public Works (DPW) would need to approve the following:

- Subdivision Maps for lot consolidation and condominium plans for both commercial and residential units; and
- A Street Improvement and/or Encroachment Permit to permit landscape improvements in the Daggett Street ROW.

The Street Improvement and/or Encroachment Permit would allow for improvement of the Daggett Street ROW to City standards as a public street. Along with the Street Closure Ordinance, it would also allow portions of the Daggett Street ROW to be converted to publicly accessible open space. Any street improvements, including use of portions of the street as publicly accessible open space, could also require the consent of the Port of San Francisco Port Commission. The ROW has been acknowledged as part of the City's street system since the 1870's, making it subject to applicable City and State laws governing street use. However, Daggett Street appears on the maps prepared by the State pursuant to the Burton Act (Stats. of 1968, Ch. 1333) as land to which the State has maintained a public trust claim. Because the Burton Act transferred any right the State may have held in Daggett Street to the City, acting through the Port Commission, the City may require Port approval prior to issuing a Street Improvement and/or Encroachment Permit. Conversion of Daggett Street to open space would be consistent with the uses permitted under the public trust and the Burton Act.

PROJECT SCHEDULE AND ESTIMATED CONSTRUCTION COSTS

The project sponsor expects environmental review and detailed design to be completed in spring, 2008. Planning Commission action and other review would be requested at that time for the entire project. Following project approval, it is anticipated that construction would begin in 2008 and take 22 to 24 months to complete, or up to 36 months to complete if the project is built in phases. The estimated construction cost is \$75 million. Occupancy of the easternmost building would begin in about 2010, and the project would be completed in 2011. The project sponsor is Cherokee Mission Bay, LLC, and the project architect is David Baker + Partners, of San Francisco.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This EIR focuses on the following issues: Land Use, Planning and Population; Visual Quality and Urban Design; Transportation; Air Quality; Noise; Hazardous Materials; and Growth Inducement. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level, with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than land use and population, visual quality and urban design, transportation, air quality, noise, hazardous materials, and growth inducement.

Comments were received, after publication of the Notice of Preparation for the proposed project, relating to hazardous materials, ambient light, private views, site mitigation-related air quality, and construction noise. Issues related to hazardous materials are addressed in the DEIR Hazardous Materials chapter (Chapter III.E), with the exception of air quality issues related to hazardous materials, which are discussed in the Air Quality chapter (Chapter III.D). Ambient light and private views are addressed in the Visual Quality and Urban Design chapter (Chapter III.B). Site mitigation-related air quality is addressed in the Hazardous Materials chapter, while construction noise is addressed in the Initial Study (see Appendix A, p. 19).

As previously stated, no approvals or permits for the proposed project may be issued before the Planning Commission certifies the Final EIR.

CHAPTER III

ENVIRONMENTAL SETTING AND IMPACTS

A. LAND USE, PLANNING AND POPULATION

The Initial Study concluded that the project would not have significant adverse land use impacts with regard to the disruption or division of the physical arrangement of an established community (for further information, see Appendix A). However, the Initial Study also concluded that the proposed project may have significant site-specific and cumulative land use impacts as well as impacts upon the existing character of the vicinity. These potential impacts are discussed in this chapter.

This chapter also addresses issues related to population. The Initial Study concluded that the project would not displace a large number of people (involving either housing or employment), nor would it create substantial demand for additional housing in San Francisco, or substantially reduce the housing supply. In addition, it was concluded that the project had potential to substantially contribute to cumulative growth or concentration of population in the Potrero Hill area, and this issue is addressed in Chapter G of this chapter, Growth Inducement (beginning on page 165). The discussion of population in this chapter focuses on employment displacement, specifically jobs related to production, distribution, and repair (PDR).

While the Initial Study did acknowledge the Eastern Neighborhoods Rezoning process in terms of plan and policy consistency, it did not fully explore the extent to which the resident, worker and business populations in the surrounding neighborhood could be affected by the proposed project under the rezoning. Since the Initial Study was published, the future planning scenarios proposed as part of the Eastern Neighborhoods Rezoning process were evaluated in the Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Review (EN DEIR), which was published in June 2007, and which serves as the source of information and analysis that has been incorporated into this chapter.

This chapter first addresses the existing conditions related to land use for the proposed project, describing the existing uses on and in the vicinity of the project site and then the brief history and current status of the Eastern Neighborhoods Rezoning process. Potential project-specific land use impacts are discussed, followed by the project's potential cumulative impacts in light of current conditions and future planning scenarios.

EXISTING CONDITIONS

Existing Land Uses in the Vicinity and on Project Site

The 3.15-acre project site is currently vacant, entirely fenced and unused. The property was the former location of the Glidden Paint manufacturing facility, where operations ceased in 1996. In 1999, all above-

ground structures were demolished and only the concrete pads remain. The site is comprised of two city blocks (including four parcels) both of which were part of the Glidden Paint facility, separated by a public street, all of which is now fenced. The site was marshland as late as the early 1900s. Uses later included iron works, rail spurs²² and a restaurant and saloon.²³ Glidden Paint had occupied the site since around the 1920's.

Present land uses in the project vicinity are varied and include educational facilities, light industry, office space, a public park, residences and live/work, retail, storage, transportation and utility services fleet parking lots, warehouses, and wholesale interior-design-related establishments (see Figure 8: Existing Land Use in the Project Vicinity). The Caltrain right-of-way runs along the opposite (east) side of 7th Street, along the northeast side of the site, beneath Interstate 280.

Uses to the immediate south of the project site are mixed, but are predominantly warehouse, light industrial, residential, and office-oriented. Fronting the project site, from east to west along 16th Street (between Missouri and Arkansas Streets), are the following uses: Cor-O-Van Moving and Storage (warehouse and moving truck fleet storage); 999 16th Street (live/work lofts); Wo Chong Company, Inc. (light industrial food production); Bay Medical Center (medical offices); and Creativity Explored (non-profit art studios open to the public). These structures are generally two-to-three stories tall and of large footprints. The three blocks west of Arkansas Street along 16th Street, immediately southwest of the project site, include restaurant, retail, light industrial, office and warehouse distribution uses.

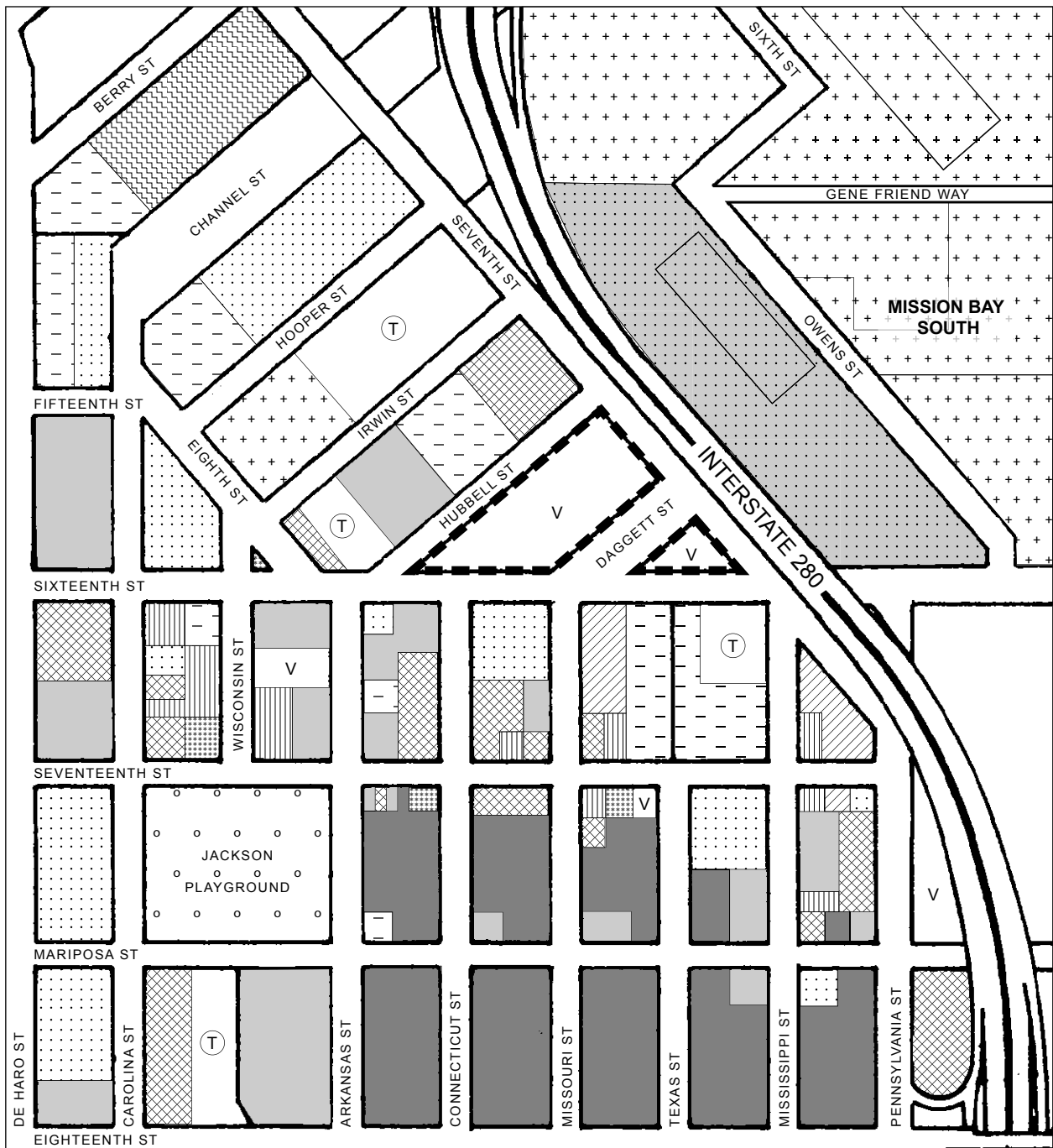
The block to the northwest of the project site (bounded by Hubbell, 8th, Irwin, and 7th Streets) contains predominantly industrial and warehouse-based uses. Opposite the project site along Hubbell Street, from southwest to northeast, are: Axis Cafe (restaurant); parking for AT&T service trucks; Paganini Electronic Corporation (light industrial); Nibbi Brothers Contracting (office); and Economy Restaurant Fixtures (warehouse retail).

Beyond these adjacent uses, to the west and northwest of the project site and north of 16th Street, are the California College of the Arts, a Greyhound Bus parking and maintenance facility, and mostly warehouse and light industrial uses. A Golden Gate Disposal and Recycling facility (heavy industrial) is located four blocks to the northwest of the project site.

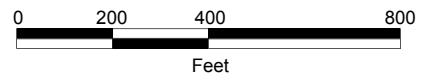
The blocks south and southwest of the project site, beyond 17th Street, become progressively more residential, but also include the two-block Jackson Playground, Anchor Brewing (light industrial), fleet parking for Coach 21 buses (transportation storage), and various office and retail uses.

²² Golder Associates, *Preliminary Phase II Environmental Site Assessment for 1000 16th Street, San Francisco*, August, 1998. This document is part of the project file and is available for review by appointment at the Planning Department, located at 1650 Mission Street, Fourth Floor, San Francisco.

²³ Golder Associates, *Soil and Groundwater Investigation, Glidden Company, 1300 7th Street, San Francisco, C.A.* September 9, 1996. This document is part of the project file and is available for review by appointment at the Planning Department, located at 1650 Mission Street, Fourth Floor, San Francisco.



Source: EDAW, 2004



- | | | |
|---------------------------------------|----------------|--|
| Project Site | Residential | Light Industrial (Fabrication, Media Production, Food Preparation & Storage) |
| Warehouse | Office | Medium Industrial (Workshops, Auto Repair) |
| Open Space | Live/Work | Heavy Industrial (Manufacturing, Waste Disposal) |
| Vacant Lot | Retail | Bar/Cafe/Restaurant |
| Transportation Services Fleet Storage | Biotech/Office | Institutional |

Figure 8 - Existing Land Use in the Project Vicinity

Uses in the eastern blocks of 17th Street (between Texas Street and Pennsylvania Street) include some residences and Rainbeau (fabrication/light industrial); San Francisco Fabrics, and R&J Auto (medium industrial); some retail uses; and offices, including the main building of the San Francisco Bay Guardian.

Two blocks south of the project site, along Mariposa Street from Arkansas Street to Pennsylvania Street, land use is entirely residential, with the exception of a design-oriented office and Direct Mail Center (light industrial) on the two southern corners of the intersection of Mariposa Street and Mississippi Street.

Directly to the east of Interstate 280, on the opposite (east) side of the freeway from the proposed development, is Mission Bay South, which includes the J. David Gladstone Institute and the University of California, San Francisco (UCSF) Mission Bay campus. The new campus consists of three, two-to-six story research buildings and two parking structures, as well as a 160-foot tall Mission Bay Housing complex, located in Mission Bay South, just beyond the light industrial-zoned portion of the campus. This 430-unit housing development consists of four wings surrounding a courtyard.²⁴ Another research building is under construction and others are in the planning stages. Buildings closest to the project site include the research-oriented Gladstone Institutes and UCSF Genentech Hall, as well as the Mission Bay Community Center, a parking structure, police offices and the University Child Care Center at Mission Bay. UCSF is also planning for the development of a new hospital complex on land just south of the Mission Bay campus site, on an assemblage of parcels bounded by 16th Street, 3rd Street, Mariposa Street and the future extension of Owens Street. It is anticipated that build-out of the hospital complex would be complete by about 2030.²⁵

Community Planning Process in the Eastern Neighborhoods

The Community Planning Process in the Eastern Neighborhoods (Community Planning Process) is an ongoing, comprehensive planning effort examining rezoning options that address the need for housing and jobs in the four Eastern Neighborhoods: Central Waterfront; East South of Market (SoMa); Mission; and Showplace Square/Potrero Hill.²⁶ A key component of the proposed Eastern Neighborhoods rezoning is the introduction of new zoning districts, which focus on promoting new housing opportunities while also preserving land and building space for PDR activities and the jobs they provide.²⁷

In 2003, the *Rezoning Options Workbook (Workbook)* was produced as a result of the community planning process. The *Workbook* declared housing the City's most pressing problem and responded to the State-

²⁴ UCSF Mission Bay, *Building the Campus*, April 11, 2005. Available on the Internet at: <http://pub.ucsf.edu/missionbay/building/timeline.php> Reviewed for this report on May 24, 2005.

²⁵ Diane Wong, UCSF Campus Planning, November 8, 2007. Personal communication with Michael Jacinto, San Francisco Planning Department. For more information related to UCSF Campus Planning, see <http://campusplanning.ucsf.edu/physical/lrdp.php>

²⁶ The neighborhoods originally part of the Community Planning Process also included Bayview/Hunters Point, which has since become a Redevelopment Area and is under the jurisdiction of the Redevelopment Agency. Planning for the Central Waterfront was originally addressed through the Planning Department's Better Neighborhoods Program but was subsequently added to the Eastern Neighborhoods process because the area shares similar land use issues.

²⁷ PDR uses are, generally, light industrial in nature. The Planning Commission adopted Resolution 16727 in early 2004, grouped PDR uses into 11 broad categories: Publishing, Audio/Visual, Arts, Fashion (garment manufacture/wholesale), Transport (people/goods), Food/Event (catering/wholesale/processing/distribution), Interior Design (furniture manufacture/wholesale/trade/showrooms), Construction, Equipment (manufacture/wholesale/repair), Motor Vehicles (towing/parking/wholesale/repair), and Other (kennels, chemical and leather repair, waste management, utilities, warehouse).

mandated update of the Housing Element of the General Plan – which calls for “directing housing where it is appropriate and encouraging a mix of housing sizes and types to accommodate current and future needs of the City’s households in good neighborhoods which can sustain growth”²⁸ – by identifying a range of zoning options for the Eastern Neighborhoods. Showplace Square/Potrero Hill was identified as an area where mixed-use housing/commercial land uses would be appropriate. Thus, the Community Planning Process acknowledged future residential development in the project area, responding in part to the neighborhood desire for additional high density, affordable housing in the Potrero Hill/Showplace Square area.

In 2004, interim zoning policies, which were patterned after Option B in the *Workbook*, were enacted for the Eastern Neighborhoods. The project site was designated within a Housing/Mixed-Use district. The mixed-use districts, either of which would have allowed PDR use, were:

- Residential/Commercial. Intended for larger mixed-use projects than allowed elsewhere, this district would permit retail up to 15,000 sq. ft. as of right, with larger uses by Conditional Use authorization. Residential uses would be required when the retail component is larger, and light and medium PDR would be permitted.
- Residential/PDR. To create opportunities for housing, while retaining and creating space for PDR businesses that can coexist with residential uses, this district would require new developments to provide some space for light and medium PDR businesses, which would be encouraged on the ground floor. Other small commercial uses would also be permitted.

Along with the need to provide new housing within the City was the need to provide land and/or space for PDR use. A 2005 study (the “EPS study”)²⁹ examined whether the amounts and locations of the land proposed to be rezoned for PDR are adequate to meet the projected PDR business demand for building space and land. The study provided a detailed analysis of the current locations of various PDR uses, the future demand for PDR building space and land based on employment projections and displacement propensities, and the qualitative attributes of the land proposed to be rezoned for PDR use in the Eastern Neighborhoods. The most recent version of “Option B: Moderate Housing Option” from the *Workbook*, as revised by the Planning Commission at its hearings (referred to by the Planning Department as “modified Option B”)³⁰ was used in conducting the supply and demand study for PDR in the Eastern Neighborhoods. Option B would have changed current land use designations where certain PDR uses are permitted, specifically reducing the amount of land zoned for PDR in the South of Market and Showplace Square/Potrero Hill subareas, as well as Bayview Hunters Point, the Central Waterfront, and the Mission (particularly the Northeast Mission Industrial Zone). The rezoning would also have altered the way in which uses are permitted, by making much of the land zoned for PDR available *only* for PDR uses, whereas the current zoning allows residential or other uses on land that also allows PDR uses. The combined results of

²⁸ San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods Rezoning Options Workbook, First Draft*, p. 3, February 2003. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364

²⁹ Economic and Planning Systems, *Supply/Demand Study for Production, Distribution and Repair (PDR) in San Francisco’s Eastern Neighborhoods*, 2005. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364

³⁰ San Francisco Planning Department, *Eastern Neighborhoods Proposed Permanent Zoning Controls: An Overview*, October 6, 2005. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364

these changes would have reduced the amount of land on which PDR would be allowed, but would also have substantially increased the amount of land on which *only* PDR could be built. Under these conditions, the study found that, with implementation of the modified Option B, adequate land would be available in 2025 to accommodate anticipated PDR employment in San Francisco.³¹ However, it was also noted that there would be a shortfall in building space available to PDR businesses unless buildings were used more intensively and/or PDR land were developed at a greater floor-area ratio (FAR) (i.e., with more building space per acre) than is the current pattern.

The EPS study reaffirmed the City's need to accommodate PDR businesses, generally concluding that the City should: 1) support its PDR sector; 2) determine how best to meet the projected increase in demand for PDR services; and 3) zone land in appropriate locations and in sufficient quantity for PDR uses. The basic objective for land use planning in this regard is to maintain to the extent possible, through zoning, the amount of land and building space necessary to sustain a healthy PDR sector. Purposeful concentration of PDR, combined with demand for housing, could therefore, eventually, create a neighborhood of delineated coexistence, in which the dedication of certain lands to relatively dense PDR use leaves substantial space for similarly dense residential and mixed-uses on nearby and adjacent lots. Such a neighborhood would be primarily characterized by the interaction between the residential properties and the spaces dedicated to PDR, which could contain a variety of uses, such as those delineated in the 11 categories cited in Appendix D of Planning Commission Resolution 16727 (see also footnote 26, page 73).

A more recent study (the "Hausrath Study") examined the socioeconomic impacts of the Eastern Neighborhoods rezoning, particularly the potential loss of PDR space.³² The Hausrath Study discussed the link between changes in land use to their social effects. Continuing decline in building space and land available to PDR businesses would contribute to the ongoing trend of loss of PDR businesses and jobs in San Francisco, which would mean an additional number of San Franciscans who have limited formal education or who are immigrants who do not speak English well could lose opportunities for local, higher wage jobs that offer good opportunities for advancement. Many of these people are existing residents of the Eastern Neighborhoods and some workers would face a longer commute. San Francisco residents and businesses that rely on PDR services would experience longer delivery times or higher costs for PDR services. San Francisco residents and businesses would have fewer local options for PDR services and would either pay more for the local option or find an alternative provider elsewhere.

Eastern Neighborhoods Rezoning and Area Plans Environmental Impact Report

The Draft EIR for the Eastern Neighborhoods Rezoning and Area Plans (EN DEIR) was published in June 2007 with certification anticipated in early 2008. The EN DEIR evaluates potential environmental impacts in each of the Eastern Neighborhoods zoning areas associated with three rezoning options – designated Options A, B, and C (as well as a "No Project" option) in the *Workbook* – which would vary by the degree to

³¹ This conclusion assumed that land could be made available or remain available for PDR use outside of the Eastern Neighborhoods, namely at the former Hunters Point Shipyard, in the West SoMa area, and on land under the jurisdiction of the Port of San Francisco.

³² Hausrath Economics Group, *San Francisco's Eastern Neighborhoods Rezoning – Socioeconomic Impacts*, March 2007, which is available on the Internet at: http://www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/SEIA_DRAFT_for_Public_Review.pdf

which they would permit lands currently zoned for industrial uses to be converted to residential and mixed-use districts: Option A would permit the least amount of such conversion, while Option C would permit the greatest conversion.³³

Under the rezoning options currently being evaluated as part of the EN DEIR (Options A, B, C, and No Project), Showplace Square/Potrero Hill would be rezoned to include a combination of PDR, residential and commercial single- and mixed-use districts. Under Option A, the project site would be within a Mixed-Use Residential (MUR) district. In the Eastern Neighborhoods, the MUR district would promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses, appropriate for development to take advantage of major transit investments. Restrictions on the size of non-residential uses would prohibit the development of large-scale retail and office uses. In each of the proposed area plans, and implementing zoning amendments, specifics of building size and residential density controls would be tailored to existing conditions and to appropriate future development patterns in each neighborhood. Proposed height limits for the project site under Option A would be 50-55 feet.

Under Option B, the project would be within an Urban Mixed-Use (UMU) district. The UMU district would encourage transitional development patterns between business and employment districts and predominantly residential neighborhoods, thereby buffering potentially incompatible land uses. By contrast to the other new districts, new development in these mixed-use districts would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial use and types of PDR activities that can coexist with housing (generally, light PDR). Retail, office, and housing uses would be allowed, but non-PDR development would be required to also provide PDR space. Proposed height limits for the project site under Option B would be 40-45 feet, except for the corner of the site bound by 7th and Hubbell Streets, where the proposed height limit is 65 feet.

Under Option C, the project would be within two use districts. Primarily, the site would be Residential, Transit-Oriented (RTO), although a portion of the site along 16th Street, just west of the Daggett ROW would be within a Neighborhood Commercial-Transit (NC-T) District. The RTO district would allow moderate-scale housing, with reduced parking requirements and no maximum residential density (other than as limited by height and bulk regulations) in recognition of transit proximity. In these new residential districts, the concentration of residential uses is expected to increase. The NC-T district would have similar controls to the MUR district, but would not permit most PDR uses. Proposed height limits at the project site under Option C (for both use districts) would be 50-55 feet.

The following provides a context for cumulative land use changes addressed under project impacts on page 80 of this DEIR.

As discussed earlier in this chapter, the EPS study found that, with implementation of what is currently proposed as Eastern Neighborhoods rezoning Option B, adequate land would be available in 2025 to accommodate anticipated PDR employment in San Francisco. However, this assumed that land could be

³³ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Community Plans Initial Study*, December 17, 2005. Available on the Internet at: <http://www.sfgov.org/site/uploadedfiles/planning/EasternNeighborhoodsIS.pdf>

made available for PDR use outside the Eastern Neighborhoods, namely at the former Hunters Point Shipyard – now under the jurisdiction of the Redevelopment Agency – and on land under the Port of San Francisco jurisdiction. It also assumed that the zoning in the West SoMa area would retain a similar land use pattern as what it is at present. Without Shipyard, Port land, or land in the West SoMa area, EPS found that the demand for PDR land would exceed the available supply by about 3.7 million square feet, and that there would be a shortfall in building space available to PDR businesses unless buildings were used more intensively and/or PDR land was developed at a greater floor-area ratio (FAR) (i.e., with more building space per acre) than is the current pattern).

As stated in the EN DEIR, land is a finite resource in San Francisco, and land available to PDR users – which can provide needed services to other City industries and at least some of which provide relatively higher-wage jobs to persons with relatively lesser education – is particularly limited. There are more options in the City for certain other uses than for most PDR uses: for example, it is possible to create additional housing supply by developing and redeveloping at higher densities, whereas higher density development is not always an option for business activity, particularly PDR businesses that require adequate circulation space, truck parking, service/storage yards, and that depend on proximity to suppliers or customers and/or that may have some negative effects on neighboring uses (e.g., noise, fumes, dust). Once “industrial” land is given over to residential and mixed-use development, it can be very difficult to reclaim it for light industrial or some other PDR uses.

Under all rezoning options, the proposed Eastern Neighborhoods Rezoning would result in less land available for PDR use than was calculated by EPS. However, unlike current conditions, in which industrial land can be devoted to nearly any use, including housing (with Conditional Use authorization), land designated for PDR use under the proposed rezoning would be available almost exclusively to PDR uses, with housing not permitted and only relatively small non-PDR uses (such as office or retail space accessory to the PDR use) permitted. Thus, rezoning would provide clearer definition between land uses in PDR zones where such definition does not now exist. In addition, the proposed rezoning would include UMU districts where new PDR space would be required to be built as part of new residential projects. However, the effect of rezoning, to a greater or lesser degree among options, would be that a greater concentration of the City’s PDR land than at present would be located in the Central Waterfront and Bayview-Hunters Point neighborhoods, because the rezoning would convert some industrial and heavy commercial zoning districts to residential mixed-used districts in East SoMa, Showplace Square, and the Mission. As a result, the EPS study found that, under Option B, using current FAR (building density), only about 10.2 million square feet of PDR building space would be available, whereas the future demand for PDR building space would be 16.7 million square feet. Thus, to accommodate the 6.5 million square feet of PDR building space, both PDR land in the Eastern Neighborhoods and PDR land in West SoMa and Bayview-Hunters Point, as well as at the former Shipyard and, to some extent, on Port land, would have to be used more intensively, meaning that new buildings would have to be constructed, in some cases replacing existing buildings used at a lower FAR.

It was noted in the EN DEIR that, under the rezoning, PDR businesses in PDR-only zones could gain advantages over existing conditions as controls on demolition of existing PDR buildings and the requirement to replace PDR space, combined with prohibitions on residential, large retail, and large office development,

would raise the costs associated with non-PDR development (compared to other locations) and would result in more retention of existing space and more development of new space targeting PDR uses than would otherwise be the case.

The rezoning would also indirectly result in changes in the potential to physically accommodate PDR uses, whether in existing or new buildings, in these neighborhoods because of the potential for land use conflicts due to restrictions on noise, air pollutant emissions, and truck traffic and parking that could be expected to result from development of new housing in these industrial areas (the specific potential physical effects of which are discussed in the applicable EN DEIR sections).

With regard to PDR uses, the EN DEIR examines whether the indirect physical changes brought about by the rezoning would result in social or economic effects that would be substantial and adverse, such that the physical changes would be considered significant effects on the environment. The EN DEIR concluded that the effect of Option C on the cumulative supply of land for PDR uses to be a significant, unavoidable impact.

Option C would result in less PDR-only land than Options A or B, would rezone more existing PDR land and displace more existing PDR uses than the other two options, and would result in a clear mismatch between the supply and demand for PDR land and building space. Neither adequate land nor adequate building space would be available without substantial changes in land use controls on Port land to allow non-maritime uses to be sited there. The significant, unavoidable land use impact identified by the EN DEIR for the proposed rezoning would result from the reduction in land (and, ultimately, building space) available to PDR uses, though this significant impact could be avoided under rezoning Options A and B.

As noted above, the EPS study found that Option B would at least potentially provide for an adequate supply of PDR land, if land at the former Hunters Point Shipyard is considered and if some increased amount of Port land could be used for non-maritime PDR uses, and assuming that both the Bayview-Hunters Point and Western SoMa neighborhoods were to remain key sources of land for PDR uses. An adequate supply of building space, however, would appear to be contingent on economic forces well beyond the control of the proposed rezoning or Area Plans. While Option B would result in the loss of 2.1 million square feet of PDR building space, compared to baseline conditions, this change would represent less than half the PDR loss of Option C. Further, because Option B would provide an adequate supply of land for PDR uses, and because other ongoing planning efforts would assist in ensuring an adequate supply of PDR land and building space, the EN DEIR concluded that Option B would result in a less-than-significant impact on the cumulative supply of land for PDR uses.

Option A would retain the most existing industrial land as PDR-only land, and would appear to provide an adequate supply of PDR land, based on the EPS-reported demand, assuming the use of former Shipyard land for PDR uses. Like Option B, however, there could be a shortfall of building space for PDR use, although to a substantially lesser extent. Therefore, the EN DEIR concluded that Option A would result in a less-than-significant impact on the cumulative supply of land for PDR uses.

The EN DEIR also concluded that the No-Project scenario (No-Project alternative) would result in a significant impact on the cumulative supply of land for PDR uses, because, while it would avoid rezoning existing industrial and heavy commercial land to zones such as MUR and RTO that would permit housing as of right, it would also not create the Employment and Business Development (EBD) districts that would be more protective of existing PDR uses than is the case for existing M and CM zones, which allow housing with Conditional Use authorization and where encroachment by housing and other “incompatible” uses would be expected to continue to adversely affect, in economic terms, PDR businesses. The loss of PDR building space, compared to baseline conditions, under the No-Project scenario would approach that under Option C. Moreover, the No-Project scenario would be expected to result in greater land use conflicts between PDR and some non-PDR uses due to noise, air pollutant emissions, and truck traffic and parking.

Proposed Showplace Square/Potrero Hill Area Plan

The Draft Showplace Square/Potrero Hill Area Plan (“draft Area Plan”) was first published in December 2006 with plan revisions subsequently published a year later in December 2007.³⁴ The draft Area Plan includes the proposed project within its boundaries. As discussed in greater detail in the Project Description, the Showplace Square/Potrero Hill Area would redefine the boundaries of the existing Central Waterfront Plan as defined in the General Plan so that the Central Waterfront Plan no longer included the project site. The draft Area Plan and implementing Planning Code amendments would guide the location, intensity and character of new and expanded business and residential activity, the buildings which house these activities, and the public facilities and resources provided within the area covered in the Area Plan.

Proposed land use objectives seek to build on the existing character of the area and stabilize it as a place for living and working, retain PDR activities, strengthen the residential/mixed-use aspect of the area, and encourage the transit/pedestrian/bicycle orientation of new development. Housing objectives in the proposed Area Plan applicable to the proposed project include the encouragement of housing production in appropriate areas, development of permanently affordable housing, lower housing costs, and a mix of income, unit size and tenure in major new housing developments. The proposed Area Plan’s open space objectives call for new developments to contribute to the provision of high quality open space and state that a variety of well-designed and easily accessible open spaces should meet the needs of workers, residents and visitors. Urban design objectives envision an urban form that strengthens the area’s physical fabric and character through, among other things, maintenance of public view corridors, infill development that provides transition between new and older buildings, and heights that reflect the importance of primary streets. Other Area Plan objectives are concerned with walkability, safety, historic preservation, economic development and sustainability as promoted by urban form, and interior block circulation network, and support of the overall quality of the natural environment in the Plan Area.

Under the permanent controls that would be a part of the Area Plan, the project site would be within a UMU zoning district, the intent of which is to create mixed-use places that also provide buffers and transitional development patterns between business and employment districts and predominantly residential

³⁴ San Francisco Planning Department, *Draft Showplace Square/Potrero Area Plan*, December 2007. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364

neighborhoods. In the UMU zoning district, most new development would be expected to include new housing with smaller scale retail and commercial use and those types of PDR activities that could coexist with housing.

The draft Area Plan, along with the area plans for other Eastern Neighborhoods, is collectively evaluated in the Eastern Neighborhoods Rezoning and Area Plans EIR.

IMPACTS

Significance Criteria

Land use impacts would be considered significant if the proposed project would:

- have a substantial adverse impact on the existing character of the community, or
- displace a large number of people (involving either housing or employment)

Development of the project site, which is currently vacant, would not result in any direct displacement of jobs or housing. However, because the Eastern Neighborhoods rezoning options have been formalized in the time since completion of the Initial Study, this EIR revisits the project's potential to displace employment (specifically, PDR), under the cumulative conditions of the Eastern Neighborhoods rezoning process. In general, economic or social effects of a project are not treated as significant effects on the environment under CEQA, though such effects may be used to determine the significance of physical changes caused by the project.³⁵ That is, a physical change brought about by a project may be determined to be significant if it results in substantial adverse social or economic changes. As such, the treatment of population in this chapter is incorporated into the analysis of the proposed project's potential for displacement, which is discussed within the cumulative context of PDR land supply throughout the Eastern Neighborhoods.

As mentioned at the beginning of this chapter, the Initial Study concluded that the project would not have significant adverse land use impacts with regard to the disruption or division of the physical arrangement of an established community. The Initial Study also concluded that the project would not displace a large number of people (involving either housing or employment), nor would the project create substantial demand for additional housing in San Francisco, or substantially reduce the housing supply. The project's potential contribution to cumulative substantial growth or concentration of population is addressed in Chapter G of this chapter, Growth Inducement.

Proposed Changes in Land Use on the Project Site to the Character of its Vicinity

As described in the project description, the proposed project would add three buildings containing a combined total of approximately 425,000 gross square feet (sq. ft.) of residential space (408 units) to the Showplace Square/Potrero Hill neighborhood on a currently vacant site. It would also add approximately 15,000 sq. ft. of ground-floor neighborhood-serving commercial retail space, and 20,000 sq. ft. of space for

³⁵ CEQA Guidelines, Sec. 15131(b)

PDR services. The retail space would be limited to four locations along 16th Street and the Daggett Street ROW. The PDR space is intended to be subdivided to allow for the sale of individual units and would be placed at various locations along Hubbell Street, 7th Street, and the Daggett Street ROW. Subject to approval by the City and the Port, the Daggett Street ROW could include a publicly accessible open space (proposed to be called “Daggett Place Park”) alongside a public street, each of which would extend from 16th Street to 7th Street. Privately owned but publicly accessible open space would be provided in a corner park at the terminus of Connecticut Street, between Hubbell and 16th Streets and in publicly accessible setbacks. Common open space and private patios for the use of building residents would be accessible on the podium level.

The three buildings would be between five stories (55 feet) and eight stories (85 feet) tall. Pedestrian entrances and lobbies for the residential units would be located on the sides of the project facing 16th Street, Hubbell Street and from locations facing the corner park and the Daggett ROW. A two-level parking garage would provide 400 independently accessible parking spaces (including at least one space offered to a publicly accessible “car-share” service or similar program). Entrance/exit to the lower garage would be located on Hubbell Street and entrance/exit to the upper garage would be located on 7th Street. A separate entrance/exit to the retail garage would be located on 16th Street.

A residential development of this size would introduce a substantial change of use at the currently vacant site. If approved, the project would accelerate the evolution of the neighborhood’s character from industrial use to residential and mixed uses: it would extend Potrero Hill residential and mixed-use land uses into an area that, at present, is primarily industrial with small scale residential and live/work structures (the 12-unit 49 Missouri Street and the 20-unit 999 16th Street) alongside workplaces. The site is approximately two blocks north of where the dominant land use shifts to residential, mostly in the form of single- and multi-family houses and low- to medium-density buildings common to Potrero Hill. The proposed development would shift the neighborhood further toward becoming decidedly denser with residential uses in a section with relatively few residential units at present. The project would establish the neighborhood’s connection with the UCSF Mission Bay campus, which creates additional demand for housing in the general area of the project site. The proposed buildings would be up to 85 feet tall, compared with the primarily 35 to 50-foot height of most existing buildings adjacent to the site west of I-280. With additional housing, the subsequent services that typically support such residential density, such as additional retail and food services may establish themselves in the neighborhood. When viewed within the context of the site’s immediate vicinity, which at present is made up of mixed but predominantly non-residential uses, these changes described above would potentially be substantial.

The introduction of residential uses across the street from predominantly light industrial/warehouse uses on Hubbell Street, including loading functions for Economy Restaurant Supply, could create potential land use conflicts. The project has been designed to minimize these conflicts through a variety of design features. There would, for example, be an average five-foot building setback along Hubbell Street. The ground floor of the project along Hubbell Street is proposed to include only commercial PDR uses. The pavement striping plan for Hubbell Street would create a zone prohibiting either parking or loading directly opposite the loading area for Economy Restaurant Supply to accommodate truck turning movements, and perpendicular

parking along the south side of Hubbell Street would be removed and replaced by parallel parking as shown on the site plan. In addition, the recently enacted Residential and Industrial Compatibility and Protection Ordinance (San Francisco Administrative Code Chapter 35) would provide protection for PDR uses on Hubbell Street through its determination that such uses are not nuisances and its requirement that residential occupants be notified of the presence of the industrial uses prior to their purchase or lease of a residential unit.

The evolution of land uses embodied by the proposed project is anticipated by the City as part of the ongoing transformation of this area from industrial to residential/mixed-use. This is evidenced by other projects recently constructed or under construction in the area, such as 888 7th Street, 450 Rhode Island, and 675 Townsend Street, and other projects proposed in the Showplace Square area (such as the project proposed at 801 Brannan Street/One Henry Adams), which would introduce additional mixed uses to the neighborhood. The transformation is also evident in the rezoning options and proposed permanent zoning controls currently being analyzed in the EN DEIR, which is addressed more fully in the discussion of cumulative impacts, below.

The effect of the proposed project on the existing character of the vicinity, while substantial, would not result in an adverse impact.

Cumulative PDR Land Supply in the Eastern Neighborhoods

There are two primary objectives of the proposed rezoning: an increase in housing development potential in distinct mixed use and residential districts in the Eastern Neighborhoods; and the provision of a secure and predictable land supply for PDR businesses and other emerging business activities that depend on relatively lower-cost building space. The proposed project could potentially contribute to a cumulative impact to land use depending on which EN rezoning option the City chooses, as well as the degree to which it could contribute to the displacement of a large number of people (involving either housing or employment).

Eastern Neighborhoods Rezoning Options and PDR Land Supply

With respect to allowed land uses, the proposed project would be generally consistent with Rezoning Options A and B, but not with Option C (RTO and NC-T district), due to the project's inclusion of PDR space. Project-related impacts to the supply of land for PDR use are discussed separately below. The proposed project would not be consistent with the height limits in any of the rezoning options; a zoning map amendment would be required by the project, as described in Chapter II.D, Project Approvals.

The proposed mixed-use project would include 20,000 sq. ft. of PDR space on a currently vacant, 3.15-acre site that contains no PDR space or use, but is land potentially available for such use. The PDR space is intended to be subdivided to allow for the sale of individual units and would be placed at various locations along Hubbell Street, 7th Street, and the Daggett Street ROW. The 20,000 sq. ft. of PDR space that would be provided by the proposed project would be permitted under Options A and B (under which the project would be located in MUR and UMU districts, respectively), would contribute to the overall demand for PDR space, and would not be in conflict with proposed zoning for other land uses, particularly single-use

residential districts. However, under Option C (under which the project would be located within both an RTO and an NC-T district), the PDR proposed as part of the project would be incompatible with the proposed zoning.

Beyond the issue of zoning consistency, the 3.15-acre project site represents a relatively substantial amount of potential PDR land. While the 20,000 sq. ft. of PDR space proposed by the project would utilize a portion of the site for PDR uses, the loss of the remaining site area from the total amount of land available for PDR uses in the Eastern Neighborhoods would be a significant cumulative impact, unless the city rezones other land for exclusive PDR uses to offset the loss. Under Rezoning Options A and B, enough land would be available for potential PDR use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site, and the potentially significant impact would be reduced to a less-than-significant level. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. The EN Rezoning EIR was certified in August 2008 with the Planning Commission generally adopting the Preferred Project (EIR Option B/C) under the EN Rezoning. The Planning Commissioner’s FEIR certification was appealed to the Board of Supervisors on September 23, 2008. The Board upheld the adequacy and completeness of the FEIR by a vote of seven to one and on December 9, 2008 adopted the EN Rezoning Option B/C as part of the EN Rezoning and Area Plans Project. Thus there would be a significant, cumulative land use impact resulting from the proposed project. Because the BOS generally adopted Option B/C in the EN Rezoning, the project would contribute to cumulative land use impacts that is significant and unavoidable.

Cumulative Intensity of Development

The EN DEIR estimates that there would be 2,294 new residential units constructed in the Showplace Square/Potrero Hill area by 2025 under Option A, 2,635 new units constructed under Option B, and 3,891 new units constructed under Option C. The 408 units that would be constructed on the project site would fall within this estimated range of development. The EN DEIR also identified the 7th Street corridor as the location for the greatest anticipated change within the area. The greatest number of units proposed for the project site would be along the 7th Street corridor.

Proposed Showplace Square/Potrero Hill Area Plan

The proposed project would be generally consistent with the Urban Mixed Use district as currently proposed, with the exception of the Plan’s proposed height limits, for which the proposed project would require a zoning map amendment. While the project, as proposed, would meet current affordable housing requirements, it could be inconsistent with eventual requirements related to affordable housing, the percentages of which would be determined when the final Showplace Square/Potrero Hill Area Plan and zoning ordinance is adopted.

The proposed project would be consistent with most of the Area Plan's proposed objectives, particularly those related to land use, housing, open space and urban design. The project would also place housing within a zoning district where housing is specifically envisioned, and it would provide a range of unit size.

The corner and ROW parks proposed as part of the project would provide high quality open spaces easily accessed by workers, residents and visitors, thereby meeting the proposed Area Plan's open space objectives. Finally, while the proposed project's height may eventually be determined to conflict with the Area Plan, the development of a currently vacant site with residential and neighborhood-serving retail uses, including PDR, as well as publicly-accessible parks, would support most of the Plan's urban design objectives, and would not be in direct conflict with the proposed Area Plan.

Conclusion

The proposed project would provide some PDR space on land where there currently is none, and where future land uses are not anticipated to be reserved or dedicated solely to PDR use. Under such rezoning options as those described in the proposed Showplace Square/Potrero Hill Area Plan, the project site is within an area envisioned to serve primarily as a residential neighborhood supported by neighborhood and transit-oriented commercial development (including PDR uses) along an upgraded 16th Street transit corridor. The housing development potential in a mixed-use district would be increased, and, under Options A and B, space for PDR businesses provided. The proposed project would therefore be considered to be generally consistent with the primary objectives of the range of proposed planning scenarios currently under consideration, with the exception of Option C (and the "No Project" rezoning option).

It should be noted that, as uses in the area transform to more residential and commercial or PDR, new residents could potentially be exposed to noise and odors generated by industrial and distribution uses. Additionally, the amount of vehicles on the site, during and especially after construction, would increase. These are expected site-specific changes in the neighborhood character that can result from a neighborhood making the transition from one predominant use (industrial and distribution) to another (urban mixed-use). The potential for noise and traffic impacts are addressed more thoroughly in Chapters III.C (for Transportation) and III.E (for Noise), below. While the proposed project would contribute to noise, traffic and other environmental effects, these are anticipated in an urban area undergoing further densification.

The proposed project would not have a substantial adverse impact on the existing character of the project vicinity. With the exception of height and bulk limits, the proposed project would be generally consistent with the proposed Area Plan and two of the proposed rezoning options (Options A and B). The EN Rezoning EIR was certified in August 2008 with the Planning Commission and the BOS generally adopted the Preferred Project (EIR Option B/C) under the EN Rezoning. The project would remove the majority of the project site from the total amount of space in the Eastern Neighborhoods potentially available for PDR use, and would therefore contribute to a significant cumulative impact. However, because Rezoning Options A and B would allow for larger amounts of PDR throughout the Eastern Neighborhoods, this significant impact would be reduced to a less-than-significant level if either Rezoning Option A or B were selected.

Under Option C, or under the No-Project rezoning option, the project would result in a significant impact to cumulative land use that would not be mitigable.

B. VISUAL QUALITY AND URBAN DESIGN

The Initial Study determined that the project would have the potential for significant adverse visual quality effects; therefore this topic is discussed in this chapter of the EIR. This chapter first describes the general urban form of the project area, followed by a description of the visual character of the immediate vicinity of the project site and the project site itself. This is followed by a discussion of the project's compatibility with its visual surroundings. The Initial Study also determined that the project's light and glare effects would be less than significant and as such, are not discussed in this chapter (see Appendix A for more information).

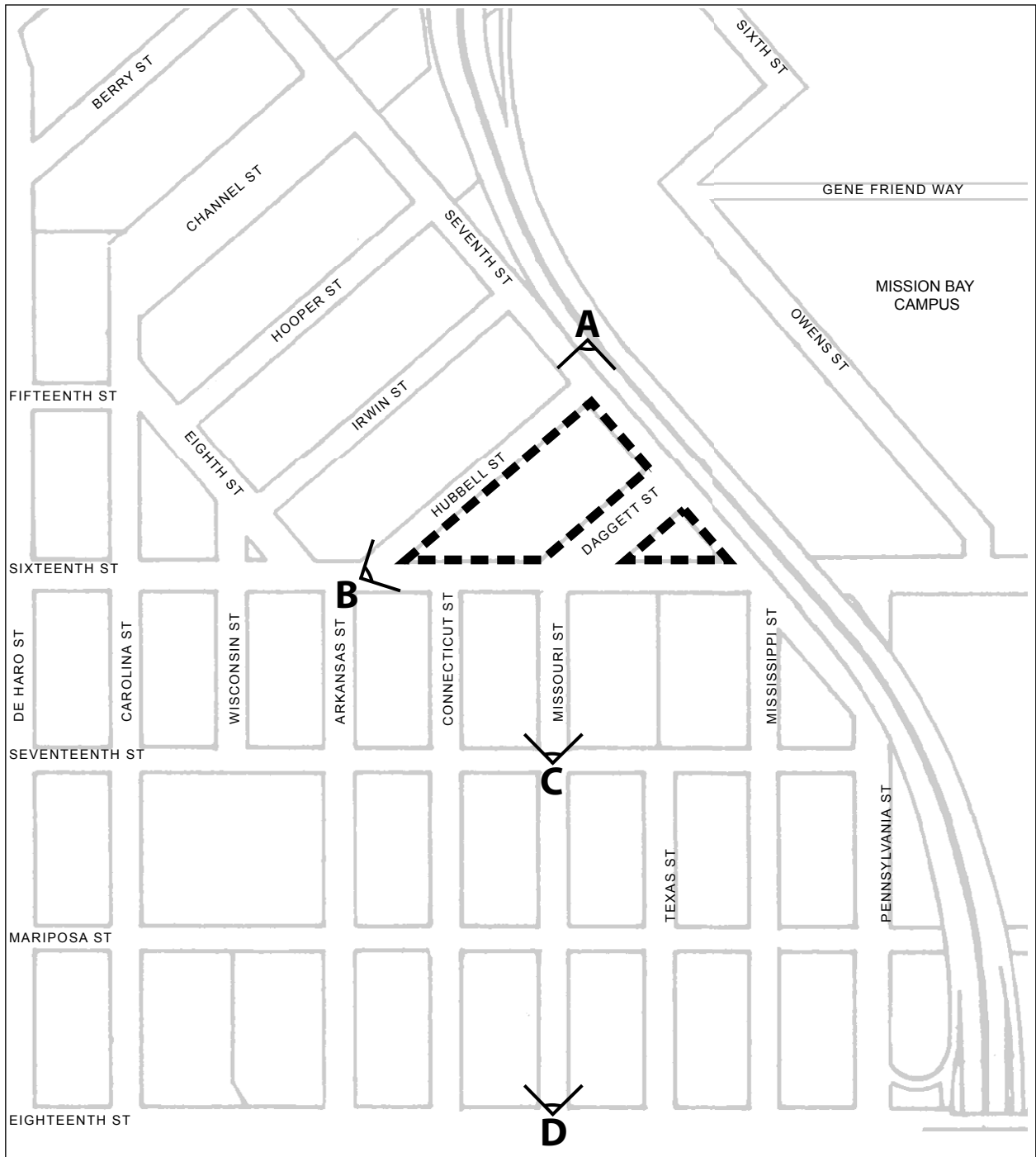
Photographic views and simulations of the proposed project from four locations have been prepared to illustrate existing conditions in the project vicinity and at the project site (see Figure 9: Viewpoint Locations) and the visual change resulting from the project. Each existing view (denoted as "Existing") provided in Figures 10-13 (starting on page 91) is shown alongside a visual simulation of the proposed project for comparison (denoted as "Proposed").

EXISTING VISUAL QUALITY AND URBAN FORM

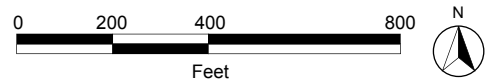
Urban Form of Project Area

The project site occupies a flat, low-lying area where the northern residential side of Potrero Hill slopes down to meet the historically industrial flatlands, an area also known as Showplace Square. The northern slope of Potrero Hill is mainly a mix of one-, two- and three-story cottage and row houses, along with multi-family homes and live/work developments up to 50 feet in height, limited stretches of neighborhood-serving retail uses, and open space at the two-block Jackson Playground. The buildings have been built over multiple decades and encompass diverse styles, such as Victorian, Art Deco, Moderne and live/work. The neighborhood is comprised of visually diverse structures that, except for height, generally lack visual uniformity.

Showplace Square, which begins approximately to the north of 16th Street, is a predominantly industrial area as exemplified by the prevalence of low- to mid-rise buildings distributed amid work yards, parking lots, and storage facilities. While occupying relatively large footprints, few of these industrial-use buildings are taller than two stories, though some showroom and office buildings in the western portion of Showplace Square exceed 65 feet in height. In general, the biggest buildings in the area tend to house multiple uses and tenants, ranging from office and retail space to warehouse distribution, which are visually characterized by loading docks and retractable doors. Internal activities at some structures are often visible to street-level passersby through large windows or retractable doors open during business hours. Building designs in Showplace Square vary from the functional (e.g., corrugated metal siding) to the architecturally distinctive (notably, the recently renovated San Francisco campus of the California College of the Arts, located at 1111 8th Street, and refurbished older buildings or showrooms, such as the San Francisco Design Center). Overall, the primarily industrial buildings in the area do not stand out as visual landmarks and, in general, merge visually into the sloped residential Potrero Hill neighborhood to the south. The two patterns blend around 16th and 17th Streets where both uses and building form are mixed.



Source: EDAW 2006



■ ■ Project Site

View A: From the southbound lane of Interstate - 280

View B: From the intersection of Hubbell and Sixteenth Streets

View C: From the intersection of Missouri and Seventeenth Streets

View D: From the intersection of Missouri and Eighteenth Streets

Figure 9 - Viewpoint Locations

The physical boundary of the north and northeast sides of the Showplace Square neighborhood is defined by an elevated section of Interstate 280 (I-280), which is approximately 35 feet above grade and forms a strong, abrupt visual edge. I-280 passes from the east side of Potrero Hill, runs above 7th Street from the intersection of 7th Street and Pennsylvania Street to the intersection of 7th Street and Hooper Street, and then veers to the north and toward downtown San Francisco. The fenced off right-of-way for Caltrain lies beneath this section of the freeway. Due to both the inaccessibility of the train tracks and the mass of the elevated freeway, a dominant visual edge to the neighborhood exists at the northeastern section of the area, sharply halting the residential and industrial visual pattern. Visible immediately beyond the freeway, to the east and northeast of the project site, is the University of California at San Francisco (UCSF) Mission Bay campus, where five, two-to-six-story research buildings and two parking structures have recently been constructed, along with a 160-foot tall Mission Bay Housing complex. The upper floors are clearly visible from many lines of sight in Showplace Square as they rise above the top of the freeway. In particular, the closest buildings on the Mission Bay campus appear to stand nearly twice as tall as the elevated freeway, dominating the eastern skyline north of 16th Street. The relatively massive, institutional/office buildings are also visible through the freeway, that is, beneath the deck level and between the support columns. Combined, the freeway and Mission Bay development to the east and the natural hillside to the south create a semi-bowl effect, allowing the area to open out visually to the west.

It is further worth noting that except for a few locations (e.g., California College of the Arts) the neighborhood has a considerable amount of daytime activity but is almost devoid of nighttime activity. Thus the human-scale visual environment changes drastically between day and night and on weekends.

Visual Character of Immediate Project Vicinity and Project Site

For the purposes of this discussion, the “immediate project vicinity” generally encompasses 7th Street where it runs adjacent to the project site and buildings on 16th Street and Hubbell Street immediately surrounding the project site.

The visual character of the immediate project vicinity is defined by its three borders, which are distinctive from one another. As already described, the elevated I-280, which runs nearly directly along and above 7th Street, and the UCSF Mission Bay buildings and campus just beyond the freeway, form a visual edge to the east and northeast of the site; from the ground-level view point, easterly views are blocked by I-280 and UCSF. Views to the northeast are only partially blocked by the pillars supporting the freeway. Beyond the pillars, the East Bay hills are visible behind the tall netting of the recently closed Mission Bay Golf Center and the buildings recently constructed or currently under construction on the UCSF campus. From the project site, this vantage point is the only one that allows the viewer a relatively long-distance view.

The westerly edge of the site lacks a distinct visual boundary as the existing adjacent buildings are typical of the larger buildings in the wider neighborhood. To the immediate northwest and west of the project site across Hubbell Street are buildings that contain predominantly industrial uses and which generally appear more massive and warehouse-oriented as the viewer looks north down Hubbell Street from 16th Street to 7th Street and toward I-280. At the intersection of Hubbell Street and 16th Street is a single-story gallery with a

wooden exterior accentuated with metalwork art and a small yard with wood, metal, and other industrial art materials. To the north of the gallery is a parking lot for SBC service vans and other vehicles. The lot is enclosed by chain-link fence approximately ten feet in height and with barbed wire along its top. The buildings located between the SBC parking lot and 7th Street are all off-white concrete and stucco, generally one-to-two-stories in height, and otherwise without distinguishing features. The Paganini Electronic Corporation building is an unadorned, visually plain, two-story building set back from Hubbell Street approximately 15-20 feet further than any other building on the block. Nibbi Brothers and Economy Restaurant Fixtures are contractor offices and warehouse distribution and warehouse retail establishments that occupy the remaining half of the block. Interior activities in these buildings are apparent through large windows facing Hubbell Street and at two separate loading docks that have retractable doors. The buildings are bulky in that they reach deep into the block on which they sit, with some buildings with through lot coverage extending to Irwin Street, one block northwest of Hubbell Street.

Compared to the block of existing buildings forming the northwest and west boundary of the project site, the buildings to the south of the site, across 16th Street, display much greater variety in terms of use, style, and apparent age, though more uniformity in mass and setback is presented. Like the westerly/northwesterly edge, the southern edge has no defining or visual character distinctive from the neighborhood. Viewed from the project site, the four-block-long stretch of buildings generally steps up in height from either side, with the tallest buildings near the center and the shorter buildings at both ends. Most of the buildings range from two-to-three-stories tall and none are set back any further than the sidewalk along 16th Street, creating more of a solid wall effect than either of the other two edges of the project site. The only segment of this stretch where a building does not meet the sidewalk is the large truck parking lot in the middle of the Cor-O-Van Moving and Storage property, where an approximately eight-foot chain-link fence runs from a one-story office building (located across from the eastern-most edge of the project site) and a three-story storage facility with a corrugated metal exterior.

Located across 16th Street from the project site are a series of warehouse buildings and the 999 16th Street live/work lofts. The most recent residential development in the proposed project vicinity, the lofts also form the tallest of the existing buildings (approximately 50 feet tall) that face the project site from the south. The building is more modern-looking than any of the others along this area of 16th Street, mostly because of the windows for the residential units and the color of the exterior, the earth-tone color which contrasts with the exteriors of the buildings to either side: the dark, aged and windowless corrugated metal to the east and the beige and white concrete/stucco with a few windows to the west. Thus, the live/work lofts appear to break up the industrial uses and facades along 16th Street, raising the height and adding visual variety to the collective bulk of buildings that face the project site from the south. From the intersection of Missouri and 16th Streets, looking eastward, the buildings appear to step down in height and become more uniform in scale and form, with two-story, block-shaped buildings containing light industrial food production, medical offices and art studios.

In general, the visual character of the project vicinity reinforces the semi-bowl effect discussed previously. The semi-bowl effect is emphasized by both the area's topography (with Potrero Hill to the south), and the

general size of the nearby buildings, all of which are relatively large but consistent with the light industrial uses, warehouses, and lofts, typical of Showplace Square and lower Potrero Hill.

The project site is currently a vacant lot devoid of buildings, trees, streetlights, and sidewalks. As previously described, the property is the former location of the Glidden Paint manufacturing facility, where operations ceased in 1996. In 1999, all above-ground facilities were demolished and removed, and only concrete pads remain. The site has remained vacant and unused since 1999. While appearing flat overall, there is a slight unevenness to the surface of the site, caused primarily by the pads and occasional recession where loading docks apparently once existed. Outgrowths of weeds and other vegetation create the sense of a long since abandoned property in a minimal state of upkeep. The entire 3.15-acre site, including the one-block-long Daggett Street right-of-way (Daggett ROW), is enclosed by a chain link fence.

While I-280 is not a designated part of the State Scenic Highway System, it is part of the San Francisco 49-Mile Scenic Drive as it passes along the project site. The project site is visible in dynamic view sequences in its entirety from the southbound lanes of I-280.

IMPACTS

Significance Criteria

The project would have a significant effect on the environment if it would:

- substantially degrade or obstruct publicly accessible scenic views; or,
- substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect

Impacts related to light and glare are not covered in this EIR, as the Initial Study determined that there would be no potential for significant impacts (see Initial Study, Appendix A, p. 15).

Visual Quality and Character

The proposed project would entail construction of three buildings of varying heights on the site, each of which would be more massive in bulk and/or height than any nearby structure in the immediate vicinity west of I-280.³⁶ Building A would be located near the western edge of the site, and would be six and seven stories tall, ranging from 65 feet in height in its western portion to 75 feet in its eastern portion. Building B, located along the northern edges of the site, would be seven and eight stories tall, ranging from 75 feet in height (in the portion of the building that would generally face Building A) to 85 feet (in the portion of the building that would generally front the Daggett ROW and 7th Street). Building C would be located on the easternmost

³⁶ As previously noted, the area is currently in a 50-X Height and Bulk District, which limits the height of buildings to 50 feet, with no bulk limitations. The project sponsor is seeking a height limit increase (zoning code amendment) from the San Francisco Board of Supervisors that would allow a change in the maximum height from 50 to 85 feet. The proposed project would also require a zoning code amendment under the final adopted rezoning option. In addition, Showplace Square/Potrero Hill Area Plan design policies would also apply to the project, upon approval of the Area Plan.

corner of the site, and would be five stories and 55 feet tall. The three proposed buildings would relate in scale more to the UCSF Mission Bay campus and the larger buildings in the area than to those immediately bordering the site. All of the buildings would be constructed around interior courtyards, and prominent open spaces would be on the podium-level street (private and common), within the westernmost corner of the project site (privately-owned but publicly accessible) and along the Daggett ROW (public). The architecture of the buildings would be contemporary in style.

The design and color scheme of each of the proposed buildings would temper the proposed project's relative mass. With elevations between 55 and 85 feet, the project as a whole would be substantially taller than any adjacent building, though Building C would be about five feet taller than the residential buildings located on the corner of 16th and Missouri Streets. Similarly, each of the buildings would be more massive than most other individual building presently in the project vicinity.

Each side of the project would display at least two distinct façades, incorporating a mix of materials, predominantly stucco, metal siding, and aluminum windows. Buildings A and B would be visible from the northwest side of the project, facing Hubbell Street (see Figure 10 – View A: Looking South from Interstate 280). The open space podium street would visually separate the two buildings, each of which would have PDR space on the ground floor. Building A – on the western side of this façade, facing the corner park – would present a wall of metal siding, broken up by columns of windows. The exterior of Building B would be a stucco wall characterized by windows with a strong horizontal alignment. Along the eastern edge of Building B, the end of a facade composed entirely of aluminum-framed windows (facing 7th Street) would be visible. This would be the tallest portion of the project.

The viewer looking at the project from the intersection of Hubbell and 16th Streets would see only Building A, the façade of which would present an exterior of metal siding above PDR space to the north and an exterior of stucco above a townhouse and retail space to the south, separated by a column of windows over the building's western lobby entrance. This entire façade would be placed just beyond the proposed corner park between Hubbell and 16th Streets (see Figure 11 – View B: Looking East from Intersection of Hubbell and 16th Streets).

Viewed from the perspective across 16th Street, the south-facing side of Building A would present a stucco exterior interspersed with columns formed by balconies and aluminum bordered windows. The street level would contain townhouses with their accompanying stoops, bordered on either side by ground floor retail storefronts. The easternmost portion of the building's street level would consist of the retail garage entrance. The Daggett ROW would serve as foreground to Building B, which would be most visible from 16th Street on points east of the intersection with Missouri Street. Building B would be visually separated from Building A by the podium-level open space, and would be characterized primarily by the offset windows in the upper-level residences, which here again would appear to be aligned horizontally rather than vertically and would appear above the retail and PDR spaces proposed to face the Daggett ROW.

Building C, located between the Daggett ROW and 7th Street, would appear to be almost completely east of Building B from this vantage point and it would be further distinguished by its relatively lower height and

more columnar exterior of stucco, windows and vertically aligned balconies with pipe railing. The south-facing side of the proposed project would also be visible in scenic views of downtown San Francisco from points further up the northern slope of Potrero Hill (see Figure 12 – View C: Looking North from the Intersection of Missouri and Seventeenth Streets, and Figure 13 – View D: Looking North from the Intersection of Missouri and Eighteenth Streets.).

The most prominent visual element of the project at street-level would be the Daggett ROW, where retail and PDR uses would be oriented toward the proposed publicly accessible ROW park. The park would be positioned alongside a re-aligned Daggett Street; both the street and the park would extend from 7th Street to 16th Street. The tree-lined plaza, which is proposed to include a kiosk/vending structure, space for outdoor café seating, an area for large gatherings, a lawn area for light recreation, and an informal amphitheater for outdoor events, would be directly visible from the existing residences located across 16th Street from the project. Additional proposed public amenities would include widened sidewalks on all street frontages, a landscaped corner park at the intersection of Hubbell and 16th Streets, landscaping elements, and associated transit infrastructure should a portion of the site be used as an easement for Muni trolley buses. These features would visually soften the appearance of the lower levels of the buildings and would add human-scale visual interest.

Views of the Proposed Project

As mentioned above, photographs and visual simulations from four viewpoints have been prepared to illustrate existing and proposed conditions in the project vicinity and at the project site. The simulations were prepared for two short-range views (View A looks from the southbound lane of the elevated Interstate 280 and View B looks east from the intersection of Hubbell and 16th Streets), one mid-range view (View C looks from the intersection of Missouri and Seventeenth Streets) and one long-range view (View D looks north from the intersection of Missouri and Mariposa Streets). The effect that the proposed project would have on each of these representative views is discussed below.

View A: Looking South from Interstate 280

When viewed from the southbound lane of I-280, the entire northeast and northwest sides of the project would be readily visible (see Figure 10). Motorists' views would be entirely from the elevated position relative to the project. Presumably, viewers from this vantage point would be traveling in motorized vehicles and their view of the buildings and the vicinity would be visible within the context of dynamic view sequences; views of the site would be fleeting, at freeway speeds, and would shift as the project buildings come in and out of the field of vision. The base of the buildings closest to the freeway would not be visible to the motorists due to the freeway shoulder and railing. Initially, in the field of vision, the existing light industrial/warehouse/retail-use buildings on Hubbell Street would obscure the base of all buildings on the northwest edge of the project site, but at the point where the freeway passes over the intersection of Hubbell and 7th Streets, both the northwest and northeast side of the buildings would be fully visible. As viewers traverse the stretch of the freeway that runs along and above 7th Street between Hubbell Street and 16th Street, the buildings along 7th Street would likely obscure all but the most far-off views.

At present, the entire northern slope of Potrero Hill is visible from the freeway, which is part of the San Francisco 49-Mile Scenic Drive. In that view, the hill slopes downward from the cluster of trees at the Potrero Hill Recreation Center near its crest, through the residential development covering the hillside to the predominantly light industrial uses where the bottom of the hill meets Showplace Square. Nearly all the project site is visible from this vantage point.

The proposed project would obscure all but a small part of the top of Potrero Hill from the vantage point at View A. Some of the residences and trees along and near the crown of the hill would still be visible, but the project buildings would dominate the foreground of the view, standing out in both scale and style. The only exception to this would be the brief period of time during which a viewer would be able to see through the project's proposed podium street, which would allow a view of Missouri Street and the buildings immediately adjacent to it as it ascends Potrero Hill. This separation between buildings, along with the buildings' varied height and design, would help break up the perceived bulk of the project, but even the individual buildings would appear larger than the project's surroundings. The viewer's perception would be that the easterly façade – the project's tallest edge – would appear to encroach on the edge of the freeway and specifically obscure from view the two-to-four-story wall of existing buildings along the southern side of 16th Street, including the Cor-O-Van parking lot and storage facility, as well as the relatively prominent live/work lofts and the light industrial buildings west of Missouri Street. From View A, the project buildings would also block the view of a fair amount of the residential development on the north-facing slope of Potrero Hill, with the exception of two locations: the viewer would be afforded a view of Missouri Street corridor through the podium street (see Figure 10 – “Proposed”); and, the upper elevations of Potrero Hill would likely be apparent through the relatively wider view allowed by the Daggett ROW. From this point, until the viewer passes the project and reaches the section of I-280 located directly above 16th Street, it would be likely that the proposed project would obscure all but the top of Potrero Hill. As drivers proceed southerly over 16th Street on I-280, the views of Potrero Hill would open up again. In sum, the obstruction of views in dynamic view sequences from I-280 would be substantial, though brief in duration and not adverse.

The buildings would replace the vacant property, as well as various warehouses and parking lots, as the most dominant object in the foreground. The size and location of the proposed project at the base of Potrero Hill makes it a highly visible addition to the vicinity. While the overall effect would be to eliminate most mid-range and background views of Potrero Hill's northern slope from the southbound lane of I-280, views afforded by the project's podium street and Daggett ROW corridors would ensure that views of the geography of the area, as well as its residential and industrial character, would not be rendered obsolete.



Existing



Proposed

Source: Field of Vision, 2006

Figure 10 - View A: Looking South from Interstate 280



Existing



Proposed

Source: Field of Vision, 2006

Figure 11 - View B: Looking East from Intersection of Hubbell and 16th Streets



Existing



Proposed

Source: Field of Vision, 2006

Figure 12 - View C: Looking North from the Intersection of Missouri and Seventeenth Streets



Existing



Proposed

Source: Field of Vision, 2006

Figure 13 - View D: Looking North from the Intersection of Missouri and Eighteenth Streets

View B: Looking East from the Intersection of Hubbell and 16th Streets

The view of the project from the intersection of Hubbell and 16th Streets best demonstrates the degree to which the height of the new buildings would be perceived from the street level, as well as how the proposed project would relate to existing buildings (see Figure 11). View B also provides a visual representation of how various ground-level aspects of the project – namely the open space at the intersection of Hubbell and 16th Streets, trees around the perimeter of the buildings and within the open space, and sidewalk along both streets – would fit into the existing streetscape.

I-280, and the western front of the UCSF Mission Bay campus beyond, define existing views from the intersection of Hubbell and 16th Streets. The Mission Bay South buildings, including the six-story, 90-foot tall J. David Gladstone Institute and the 90-foot tall Alexandria Building at the corner of 16th and Owens Streets, occupy the majority of the horizon above the project site. The elevated freeway appears to connect the existing buildings on Hubbell and 16th Streets to create the backside of the “bowl” that opens toward the west. A viewer’s eyes tend to be drawn not to the currently vacant project site, but down each of the intersecting streets to their respective freeway underpasses and, beyond Hubbell Street, the distant view of the East Bay hills.

The proposed project would define foreground views from this vantage point and would appear to be about twice as tall as the buildings on the opposite side of Hubbell Street. The proposed buildings would block majority of the freeway from this vantage point and eliminate from view all but the southern-most edge of the UCSF buildings. The viewer’s eye would still be drawn down the intersecting streets. However, here the viewer would follow either side of the building as it receded into the horizon. In the foreground, at the intersection of the two lines of sight, would be the open space at the base of the western-most wall of the project. This wall would face this viewpoint almost directly, providing a relatively flat, but varied, façade, which would include metal siding and aluminum-framed windows on the northern portion and stucco on the southern portion. This surface would be broken up by the vertical strip of windows that would, from this vantage point, connect the corrugated metal exterior on the north side of the building with the stucco exterior on the south side. The column of windows, which is the façade’s most vertically-oriented feature, would draw attention to the lobby entrance at its base and the surrounding landscaped open space. As displayed in the simulation, the trees proposed in the landscaping scheme, once mature, would appear to provide symmetry with the existing trees on the opposite side of 16th Street.

The proposed project would be a substantial and prominent new visual feature along the 16th Street corridor, where it would appear in this view to be generally taller than most buildings on the opposite side of the street. While the majority of the views of both the UCSF Mission Bay campus and the elevated freeway would be obstructed, these are not views of high scenic quality. The East Bay hills – which are visible in existing views beneath I-280, at the termini of the Hubbell Street and 16th Street sightlines and above the northwestern edge of the project site (when not partially or fully obscured by parked automobiles) – would remain visible down Hubbell and 16th Streets from View B. Further, the aesthetics of the overall view would be enhanced by the proposed open space and trees. From the vantage point of View B, neither existing views, nor the existing character or visual quality of the site would be substantially degraded by the proposed project.

As noted previously as part of the Mission Bay Plan, the potential extension and rerouting of the 30-Stockton or 45-Union/Stockton lines could convert a portion of the corner park proposed at the terminus of Connecticut Street, between Hubbell and 16th Streets to a 24-foot wide transit-only easement (one lane in each direction) that would connect Connecticut Street to Hubbell Street. The remainder of the corner park would be approximately 6,800 square feet. While the corner park would be smaller in scale under this scenario, it would still be the dominant foreground view looking east towards the project site. Moreover, additional elements associated with the transit easement could also be visible in foreground views of the site and could potentially include bus shelter(s), bollards, traffic signage and overhead wiring. These additional visual elements would not degrade the visual character of the subject property or its surroundings.

View C: Looking North from the Intersection of Missouri and Seventeenth Streets

The intersection of Missouri and Seventeenth Streets provides a view of the project site at ground level, one block away, just before Missouri Street's ascent up the northern slope of Potrero Hill (see Figure 12). The existing view is dominated by the retail and office buildings in the immediate foreground, but especially by the live/work buildings that begin at the mid-block area and extend to 16th Street. Despite the visual dominance of the buildings, the focal point of northward views from this vantage point is the vacant project site, with the two-story building housing Economy Restaurant Fixtures beyond it and a segment of the elevated I-280 freeway beyond that. Beyond all of these – and appearing in the existing view above the freeway – is a portion of the downtown skyline.

The proposed project would create a new focal point from this vantage point. It would also reduce the dominance in views of the existing live/work buildings, as the greater comparative height of the new buildings would be readily apparent. All views of neighborhood buildings beyond the project site would be eliminated, and only a segment of I-280 would be visible above the podium street between Buildings A and B. The podium street would maintain part of the sightline from Missouri Street to the downtown skyline, but from this vantage point, the view corridor would be narrower than in existing views and only the general form of the skyline would be visible between the two new buildings. Details of the skyline – such as distinct buildings, their individual form and colors – would be difficult to discern through the trees proposed as part of the podium street landscaping. However, these trees and the trees proposed as part of the streetscape would become the new focal point from this location, replacing the previously described terminus of the vacant site, retail-building and segment of elevated freeway. Thus, the view from the intersection of Missouri and Seventeenth Streets would be softened, somewhat, by the introduction of vegetation where none currently exists.

View D: Looking North from the Intersection of Missouri and Eighteenth Streets

Though it is the most distant feature in the view from the intersection of Missouri and Eighteenth Streets, the skyline of downtown San Francisco is the most prominent aspect of the vista from this vantage point (see Figure 13). The northern slope of Potrero Hill (foreground in the photo), beginning below the intersection at View D and extending to the top of the hill (behind the view point), afford viewers a broad vista of downtown from the south. In front of the skyline and beyond the immediate structures near the bottom of

Potrero Hill, the elevated I-280 is clearly visible. The site is visible from this viewpoint, but it recedes into the complex of building forms that dominate the view.

The proposed project would not obstruct the view of the downtown skyline from the position of View D or from points further south up Potrero Hill. It would block the view of the freeway, with the exception of the freeway segment that would remain visible above the project's podium level street, which would extend the sightline down Missouri Street. Within the view corridor formed by the podium street, the I-280 freeway would appear between Buildings A and B, and a portion of the shadowed underside of the freeway would also be visible. However, the trees proposed as part of the basic landscaping on the podium street would, eventually, substantially screen views of the area beneath the freeway and would also, as discussed in the analysis of View C, introduce greenery into this view corridor. The project could provide a more consistent visual connection between the built forms and patterns of the bottom of the hill and the downtown high rises in the distance, which would remain the focal point in this area. The massing of the proposed project would not obscure any buildings that rise higher than the freeway. The scenic views of downtown would not be obstructed.

Views from the Project Site Vicinity

Existing power poles and lines that extend along 16th Street would be visible in each of the views described above. Though the poles and lines are existing and not part of any aspect of the proposed project, they would partially obstruct many views to and from the project site, most notably in View B (see Figure 11). Implementation of **Improvement Measure B-1** (see Chapter IV.B) would entail relocating the poles and lines adjacent to the project site (along 16th Street, between Hubbell and 7th Streets) underground and would improve the visual landscape immediately surrounding the project by eliminating visual clutter.

Street-level views of the project site would be substantially altered with the proposed project. As previously described, the site is fenced off from the surrounding sidewalk and streets, and is vacant save for concrete pads left over from previous uses and offers no visual amenities. Trees are proposed to be planted along the edges of the project and would therefore be in the foreground of all street-level views. Landscaped open space would soften the corner of 16th and Hubbell Streets and, particularly in views from the west (see Figure 11), would create depth in the foreground, beyond which ground-level retail and residential space would be visible, alongside one of the lobby entries to Building A. Street-level views would be similar at various points around the perimeter of the proposed project, with trees in front of PDR space along Hubbell Street and most of 7th Street (see Figure 10). Retail space and town houses would be visible through the trees along most of 16th Street (see Figure 12).

The most substantial differences between existing and proposed street-level views would be in the vicinity of the portion of the Daggett ROW proposed to include a publicly accessible park. From a number of vantage points along 16th Street, the introduction of moderately dense mixed use and a publicly accessible park – and the manner in which the uses relate to one another – would be prominent. As an example, a viewer standing at the southwest corner of Missouri and 16th Streets and looking through the Daggett ROW to the northeast would see, through the trees proposed to line 16th Street, a park and public street totaling nearly an acre in

size. The area would include space for outdoor café seating and landscaping that is proposed to be varied; distinct spaces for a plaza, lawn and water feature are included in currently proposed conceptual designs for the park (see Figure 3, Ground Level Plan). Along each side of the ROW, oriented to face the retained Daggett Street and ROW park, would be two relatively large retail spaces and a number of smaller spaces for PDR, all of which would be located beneath the project's residential units. Whereas at present, the site is absent of human activity, with the project, the site would become a more vibrant use area.

While the proposed project would result in substantial changes to the visual character of the project site and the immediate vicinity, the changes described above would not be adverse. The currently vacant lot, visible from all vantage points, would be covered completely by the proposed project. Finally, provision of widened sidewalks, open spaces and landscaping, in combination with the site's redevelopment, and the construction of structures with a clearly-defined base would enhance both the pedestrian realm on the site and the aesthetic quality of the immediate vicinity. Although visual quality is subjective, it can reasonably be concluded that the proposed project would not result in a substantial, demonstrative negative aesthetic effect on the existing visual character or quality of the site or its surroundings.

Cumulative Effects

No other projects are currently proposed within the project's immediate vicinity. However, buildings currently under construction at the UCSF Mission Bay campus will alter the visual landscape of the area. In addition to the Gladstone building (approximately 90 feet in height) and the building currently under construction at the corner of Owens and 16th Streets (also approximately 90 feet in height) described above, additional buildings, ranging from 34 to 160 feet in height, are planned for the westernmost section of the UCSF campus. These buildings would likely eliminate some views of the East Bay hills from vantage points near the project site, such as the intersection of Hubbell and 16th Streets (see Figure 11).

However, as in the current eastward views, views of these buildings from the intersection of Hubbell and 16th Streets would be partially blocked by I-280, and the proposed project would obstruct nearly all ground-level views of the UCSF campus eastward. Cumulatively, the proposed project and other projects would not degrade or obstruct scenic views of downtown San Francisco from points on the northern slope of Potrero Hill, namely the intersection of Missouri and Eighteenth Streets (View D).

Moreover, while all of the proposed rezoning options considered as part of the Eastern Neighborhoods rezoning process, including the No-Project Alternative, would result in visual changes over time, the EN DEIR concluded that, with implementation of the design policies proposed as part of the Area Plans, none of the proposed rezoning options would result in a significant adverse effect on visual quality and urban design.

As described in the EN DEIR (pp. 167-168), the greatest cumulative changes to the area's visual environment would likely occur along the 7th Street corridor and lower Potrero Hill around 16th and 17th Streets, where all three proposed rezoning options would introduce residential or residential mixed-use districts. The proposed zoning changes – from M-2 to MUR and UMU under Options A and B, and to MUR and RTO under Option C – would facilitate the development of multi-family residential and mixed-use buildings, which

would tend to provide much more visual interaction with the street and sidewalk than the existing uses in the corridor. Additional residential development in the northeast part of Potrero Hill is also likely to increase the amount of visual interaction between buildings and the public realm.

Further, the development intensity in the Seventh Street corridor would increase substantially under all three options, as sites with low-intensity uses could be redeveloped, over time, with residential and mixed residential-commercial buildings, and height limits could increase from 50 to 65 feet, compared to the 40- to 50-foot height limits currently in place along this corridor. For the most part, this subarea does not directly abut other areas that could be adversely affected by the increased scale and development intensity. The proposed height limits would allow moderately scaled development (up to six stories) that would be similar to and compatible with nearby neighborhoods. The area surrounding 16th and 17th Streets would likely experience the continued development of multi-family residential buildings, as has been occurring for the last several years, leading to gradual replacement of existing one-, two-, and three-story industrial commercial and industrial structures with new residential buildings that would generally be taller. Building heights and the overall scale would likely increase somewhat from the baseline condition. Implementation of proposed design policies to new projects would help ensure that the scale is maintained within the project vicinity, particularly at the ground-floor level. These policies would also ensure visual compatibility with existing development as well as pedestrian orientation, and articulation and appropriate massing of buildings.

The proposed project would result in buildings as tall as 85 feet along 7th Street (which would be visible from the freeway), and as tall as 65 feet along 16th Street. These heights would exceed the maximum heights described for the general area in the EN DEIR. However, as discussed earlier in this EIR chapter, there would not be significant adverse effect on visual quality and urban design at the project-level. Therefore, the height of the proposed project would not be considered to cause any cumulative significant adverse effect on visual quality and urban design.

The EN DEIR concluded that, while visual quality is subjective, none of the options studied would have an adverse effect on urban form and visual quality in Showplace Square/Potrero Hill. Based on the analysis provided in this section, this EIR finds that the proposed project would not result in a substantial, adverse change to views and the visual quality of the vicinity. Thus, there would not be a significant environmental impact on cumulative visual quality, nor would the project contribute substantially to any cumulative degradation of existing visual character or quality of the area or result in a substantial demonstrable negative aesthetic effect.

CONCLUSION

Construction of the proposed project would result in relative intensification of both height and density in the immediate area, and would constitute a substantial – though not adverse – change to the visual environment on the project site, in the lower Potrero Hill/Showplace Square neighborhood. The proposed height of the buildings would be inconsistent with both current and proposed height and bulk districts (requiring a zoning code amendment under both scenarios). However, for reasons discussed herein, it would not be considered to substantially degrade or obstruct publicly accessible scenic views, nor would it substantially degrade the

existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect. Further, while the proposed project, in conjunction with the buildings currently being constructed at Mission Bay South, as well as potential, foreseeable future mixed-use development within the Showplace Square/Potrero Hill Plan Area would alter the visual character of the nearby area, none would substantially block views of downtown San Francisco from viewpoints on the northern slope of Potrero Hill. As such, there would not be a significant environmental impact on cumulative visual quality, nor would the project contribute substantially to any cumulative degradation of existing visual character or quality of the area or result in a substantial demonstrable negative aesthetic effect.

C. TRANSPORTATION

A transportation study for the proposed project was conducted by Wilbur Smith Associates (WSA) and forms the basis of the analysis reported herein.³⁷ Mitigation measures for impacts related to transportation are referenced in this chapter but are described in detail in Chapter IV: Mitigation and Improvement Measures.

SETTING

Roadway Network

Travel to and from the project site involves the use of regional and local transportation facilities that link San Francisco with other parts of the Bay Area and northern California. The project site is accessible by local streets with connections to and from regional freeways and highways, as illustrated on Figure 14.

United States Highway 101 (US 101) and **Interstate 80** (I-80) provide the primary regional access to the project site. US 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. I-80 connects San Francisco to the East Bay and points east via the San Francisco-Oakland Bay Bridge and to the Peninsula and South Bay. US 101 merges with I-80 to the west of the project site. In the vicinity of the project site, US 101 has eight travel lanes. Nearby eastbound/northbound access is provided with an on-ramp at 8th Street/Bryant Street and off-ramps at Mariposa Street/Vermont Street, 7th Street/Bryant Street and 9th Street/Bryant Street. Nearby southbound access is provided with on-ramps at 10th Street/Bryant and 7th Street/Harrison Street and an off-ramp at 8th Street/Harrison Street.

Interstate 280 (I-280) provides regional access to the project site from western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. In the vicinity of the project site, I-280 is a six-lane freeway. I-280 and US 101 intersect to the southwest of the project site. Nearby northbound and southbound on- and off-ramps are located at Mariposa/ 18th Streets, Brannan/6th Streets and Berry/5th Street.

3rd Street is the principal north-south arterial in the southeastern section of San Francisco, extending northerly from the interchange with US 101 and Bayshore Boulevard to Market Street. In the vicinity of the project site, 3rd Street has four travel lanes, ten-foot sidewalks, and on-street parking on both sides of the street. In the General Plan, 3rd Street is designated as a Major Arterial in the Congestion Management Plan (CMP) Network, a Primary Transit Street (Transit Important), a Neighborhood Commercial Street, and a Citywide Bicycle Route (Route #5, Class III) from Townsend Street to the south.

The City and County of San Francisco has recently completed construction of a new light rail transit (LRT) line along the 3rd Street corridor serving southeastern San Francisco. The “T” 3rd Street line began full-time operation along Bayshore Boulevard and 3rd Street, between the Caltrain Bayshore Station and downtown

³⁷ Wilbur Smith Associates, *1000 16th Street Transportation Study – Final Report*, July 27, 2006. This report is available for review by appointment as part of the project file at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor.



Source: Wilbur Smith Associates, 2005

- | | | | |
|--|----------------------------------|--|-----------------------|
| Project Site | Signalized Study Intersection | Bike Path (Class I) | Bike Route (Class IV) |
| Parking Study Area | Unsignalized Study Intersection | Bike Lane (Class II) | Route Number |
| Unsignalized at Time of Study, but Considered Signalized under Baseline Conditions | Wide Curb Bike Route (Class III) | Direction of Travel on One-Way Segment | Not to Scale |

Figure 14 - Transportation Study Intersections, Parking Study Area, and Citywide Bicycle Routes

San Francisco in April 2007, replacing the Muni 15-3rd St. bus line. The light rail operates in the center median of Bayshore Boulevard and 3rd Street. To accommodate the LRT, all major intersections have been signalized and signal timings have been adjusted.

7th Street is a one-way northbound roadway between Market and Brannan Streets and a two-way north-south roadway between Brannan and 16th Streets. The I-80 eastbound off ramp connects with 7th Street between Harrison and Bryant Streets. In the vicinity of the project site, 7th Street has one southbound lane, one northbound lane, and a bicycle lane. On the west side of the street, 7th Street has ten-foot wide sidewalks and unrestricted parallel on-street parking until south of the Daggett Street right of way where the on-street parking curb area becomes a southbound traffic lane; on the east side of the street there are three-to-seven-foot wide unpaved sidewalks and unrestricted parallel parking. The San Francisco General Plan identifies 7th Street as a Major Arterial in the CMP Network, a Secondary Arterial south of Bryant Street, a Metropolitan Transportation System (MTS) Street (making it part of a multi-modal, regionally-focused transportation system), and part of the Citywide Bicycle Route #23.

De Haro Street is a north-south roadway between Division and 26th Streets. In the vicinity of the project site, De Haro Street has one lane in each direction with 15-foot sidewalks and 90-degree on-street parking on the both sides of the street. South of 16th Street, De Haro Street has parallel parking on the west side of the street and 90-degree parking on the east side of the street.

Arkansas Street is a north-south roadway between 16th/Hubbell and 23rd Streets. Within the vicinity of the project site, Arkansas Street has one lane in each direction with 15-foot sidewalks with 90-degree on-street parking on the west side of the street and 10- to 15-foot sidewalks and unrestricted parallel parking on the east side of the street.

Mississippi Street is a north-south roadway that runs discontinuously between 16th/7th and César Chávez Streets. In the vicinity of the project site, Mississippi Street has one southbound lane and one northbound lane with 15- to 16-foot sidewalks and on-street parallel parking on both sides of the street. Typically, trucks traveling between I-280 and 16th Street are directed along Mississippi Street from Mariposa Street.

Pennsylvania Avenue is a north-south roadway between 17th and César Chávez Streets. Between Mariposa and 18th Streets, Pennsylvania Avenue provides on- and off-ramp access to southbound I-280. Within the vicinity of the project site, Pennsylvania Avenue has one lane in each direction with 15-foot sidewalks and 90-degree on-street parking on both sides of the street.

Townsend Street is an east-west roadway between 8th/Division Streets and The Embarcadero. In the vicinity of the project site, Townsend Street has two lanes in each direction east of 7th Street and one lane in each direction west of 7th Street with sidewalks on both sides of the street. West of 7th Street there are 25-foot wide sidewalks with metered parallel parking on the north side. East of 7th Street, Townsend Street has no sidewalks and 90-degree parking on both sides of the street. The General Plan identifies Townsend Street as an MTS Street.

Hubbell Street is an east-west roadway between 7th and 16th/Arkansas Streets. In the vicinity of the project site, Hubbell Street has one lane in each direction with discontinuous 10-foot sidewalks on the north side of the street and 90-degree on-street parking on both sides of the street.

Daggett Street is an east-west roadway that runs from 7th Street to 16th Street/Missouri Streets. Within the project site, Daggett Street is currently unused and is located between two parcels of privately owned land. The project includes the proposed re-opening and re-design of the existing Daggett Street right-of-way into a public street and park.

16th Street is an east-west roadway between Illinois (east of 3rd Street) and Flint Streets. In the vicinity of the project site, 16th Street has one westbound lane, one eastbound lane, and bicycle lanes. On the south side of the street, 16th Street has 9- to 10-foot wide sidewalks and unrestricted parallel on-street parking, while on the north side there are 8- to 10- foot wide sidewalks and unrestricted parallel parking. At the old Daggett Street right of way, 16th Street has nine-foot wide sidewalks and diagonal parking on the north side of the street. West of Wisconsin Street, 16th Street widens to two westbound lanes. The General Plan identifies 16th Street as a Secondary Arterial in the CMP Network, part of the MTS, and a Transit Preferential Street (transit oriented) between Church and De Haro Streets. In addition, 16th Street is part of Citywide Bicycle Route #40 between 3rd and Kansas Streets.

Mariposa Street is an east-west roadway between Illinois and Harrison Streets. In the vicinity of the project site, it is a two-way street with one to two lanes in each direction with 12-foot wide sidewalks and parallel on-street parking on both sides of the street. The I-280 on- and off-ramps (southbound and northbound, respectively) is located immediately east of the intersection of Pennsylvania and Mariposa Streets. West of Mississippi Street, no trucks over three tons are allowed on Mariposa Street. The General Plan identifies Mariposa Street as a Citywide Bicycle Route between 3rd and Pennsylvania Avenue (Class III, Route #23; see “Bicycle Conditions,” below, for description of bicycle route classes).

Intersection Operating Conditions

Intersection operating conditions are presented here for two scenarios: existing intersection operating conditions describe present conditions, while baseline intersection operating conditions take into account near-term improvements and changes at intersections in the vicinity of the project site. Thus, conditions at present and those anticipated at the time approved projects are completed (namely the 3rd Street light rail extension and projects at Mission Bay and 450 Rhode Island Street) are taken into account.

Existing intersection operating conditions were evaluated for the peak hour (generally between 5:00 and 6:00 PM) of the weekday PM peak period (4:00 to 6:00 PM) for a total of 12 intersections (see **Table 2**, p. 109). The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays.

Both signalized and unsignalized intersections were evaluated using the 2000 Highway Capacity Manual (HCM) methodology. For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. For unsignalized intersections, the average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay.

In San Francisco, LOS A through D conditions are considered satisfactory service levels, and LOS E and F conditions are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or F and Caltrans peak hour signal warrants were met (both conditions must apply).

Existing Conditions

Existing intersection turning movement counts were collected at the 12 study intersections and form the basis of the following analysis for the existing scenario. Study intersections are included in Figure 14. Two of the intersections – 16th/De Haro and 16th/7th/Mississippi – were unsignalized at the time of the transportation study, but considered to be signalized under baseline conditions (see Baseline Conditions, below). **Table 2** presents the existing intersection operating condition for the weekday PM peak hour. During the weekday PM peak hour, all signalized intersections operate with acceptable conditions (LOS C or better). The worst approaches at all unsignalized intersections operate with acceptable conditions (LOS D or better) except the intersections of 16th/7th/Mississippi, Mariposa/Mississippi and Mariposa/I-280 on ramp. These three intersections currently operate under unsatisfactory conditions since the worst approach at each intersection operates at LOS F and meets Caltrans signal warrants. Although the worst approach at the unsignalized intersection of Mariposa/Pennsylvania operates at LOS E, the intersection would not be considered to operate unsatisfactorily since it does not meet Caltrans signal warrants, which means that a traffic signal does not need to be installed.

These intersection levels of service represent typical evening conditions, when there is some congestion on the regional freeway network, and on-ramp capacity is constrained. As a result, queues often form and long vehicular delays can be found at nearby intersections. At the intersections of Mariposa/Mississippi and Mariposa/Pennsylvania, queues were observed to extend beyond adjacent intersections for the northbound, southbound and eastbound approaches to I-280. It also should be noted that further congestion could occur due to incidents on the freeway or major events in San Francisco (e.g., I-280 provides primary access from the Peninsula to SBC Ball Park). This could result in queues that severely degrade intersection operating conditions and affect location circulation patterns.

As the project site is a vacant lot, at present it generates no vehicle trips and does not contribute to existing traffic conditions.

Baseline Conditions

A Baseline scenario was developed to include near-term improvement/changes at the intersections of 16th/3rd (new geometry and signal timing to account for the 3rd Street light rail), 16th/7th/Mississippi (new traffic signal and revised geometry required to be installed by Mission Bay) and 16th/De Haro (new traffic signal and revised geometry required to be installed by 450 Rhode Island Street project).

With these changes, the intersection of 16th/3rd would operate at LOS B, the intersection of 16th/7th/Mississippi would operate at LOS B, and the intersection of 16th/De Haro would operate at LOS B.

Table 2 Intersection Level of Service – Weekday PM Peak Hour				
Intersection	Existing		Baseline	
	Delay	LOS	Delay	LOS
Signalized				
7 th /Townsend	21.4	C	21.4	C
16 th /3 rd †	15.8	B	18.6	B
Mariposa/I-280 Off Ramp	25.5	C	25.5	C
16 th /De Haro †	–	–	12.2	B
16 th /7 th /Mississippi †	–	–	15.0	B
Unsignalized				
7 th /Hubbell	21.0	C	21.0	C
16 th /De Haro †	20.4	C	–	–
16 th /Arkansas/Hubbell	20.3	C	20.3	C
16 th /7 th /Mississippi †	>50	F*	–	–
Mariposa/Mississippi	>50	F*	>50	F*
Mariposa/Pennsylvania	49.5	E	49.5	E
Mariposa/I-280 On Ramp	>50	F*	>50	F*

Source: Wilbur Smith Associates – January 2005, from data collected November 12, 2003

Notes:

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for unsignalized intersections.

† Intersection is currently unsignalized, but would be revised under Baseline conditions because of new signal and revised intersection geometry.

*Indicates the intersection meets Caltrans signal warrants.

Transit Network

The project site is served by public transit, with both local and regional service provided in the vicinity of the proposed project. Local service is provided by the San Francisco Municipal Railway (Muni) bus lines, which can also be used to access regional transit operators (including BART, AC Transit, Golden Gate Transit, SamTrans and Caltrain).

Local Service

Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car and electric streetcar lines. Muni operates three bus lines in the vicinity of the project site.

The 22-Fillmore operates approximately one block south of the project site, with nearby stops at the intersection of 17th/Connecticut. Approximately 0.4 mile west of the project site, the 10-Townsend and the 19-Polk lines provide service to other regional transit operators, and have stops at the intersections of 16th/De Haro and 16th/Rhode Island.

Based on the most recent Muni ridership data, capacity utilization was determined for each route's maximum load point during the weekday PM peak hour. Currently, all three bus lines operate at less than 68 percent of capacity at their maximum load points. Field observations by WSA in the weekday PM peak hour also verified that the bus lines in the vicinity of the proposed project currently operate at less than capacity and have space to accommodate additional passengers.

The City and County of San Francisco has recently completed construction of a new LRT line along the 3rd Street Corridor in southeastern San Francisco, the "I" line. The "I" line replaces the Muni 15-Third Street bus line and runs along Bayshore Boulevard and 3rd Street, between the Caltrain Bayshore Station and downtown San Francisco. The light rail operates in the center median of Bayshore Boulevard and 3rd Street, operating between approximately 5:30 a.m. and 12:45 a.m., at intervals between eight and 20 minutes on weekdays, between 12 and 20 minutes on Saturday and between 15 and 20 minutes on Sunday. The nearest stops to the project site are located to the northeast (UCSF Mission Bay Station, located at 3rd/Gene Friend Way) and to the southeast (Mariposa Station, located at 3rd/Mariposa). Each station is approximately one-half of a mile from the eastern border of the project site. The 22-Fillmore bus line is proposed to extend to the UCSF Mission Bay campus by 2012, providing a link from the project site to the 3rd Street light rail service.

Regional Service

East Bay

Transit service to and from the East Bay is provided by BART (under Market Street and Mission Street) and AC Transit. BART operates regional rail transit service between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont) and San Francisco, and between San Mateo County (Millbrae and San Francisco Airport) and San Francisco. The nearest BART stations to the project site are the Civic Center Station (about 1.2 miles to the northwest of the project site) and the 16th Street BART Station (about 1.1 miles to the west of the project site). The Alameda-Contra Costa Transit District (AC Transit) is the primary bus operator for the East Bay, including Alameda and western Contra Costa Counties. AC Transit operates 37 routes between the East Bay and San Francisco, all of which terminate at the Transbay Terminal (about 1.5 miles northeast of the project site). Additionally, ferries to Vallejo, Oakland and Alameda operate at the Ferry Building approximately 2.0 miles northeast of the project site.

South Bay

Transit service to and from the South Bay is provided by BART, SamTrans and Caltrain. SamTrans provides bus service between San Mateo County and San Francisco, including 14 bus lines that serve San Francisco (12 routes serve the downtown area). In general, SamTrans service to downtown San Francisco operates along Mission Street to the Transbay Terminal (about 1.5 miles northeast of the project site). One SamTrans bus line (#292) runs on Potrero Avenue, about 0.5 mile west of the project site. Caltrain provides commuter heavy rail passenger service between Santa Clara County and San Francisco. Caltrain currently operates 38 trains each weekday, with a combination of express and local service. The main San Francisco Caltrain terminal is located at 4th and Townsend streets, in the South of Market area (about 0.6 mile northeast of the project site).

North Bay

Transit service to and from the North Bay is provided by Golden Gate Transit buses and ferries. Between the North Bay (Marin and Sonoma Counties) and San Francisco, Golden Gate Transit operates 22 commute bus routes, nine basic bus routes and 16 ferry feeder bus routes, most of which serve the Van Ness Avenue corridor or the Financial District. Golden Gate Transit also operates ferry service between the North Bay and San Francisco. During the morning and evening commute periods, ferries run between Larkspur and San Francisco and between Sausalito and San Francisco. The San Francisco terminal is located at the Ferry Building, at The Embarcadero and Market Street (about 2.0 miles northeast of the project site).

All regional transit providers can be accessed from the proposed project via Muni bus and light rail service. To travel between the Civic Center BART Station and the project site, riders can use the Muni 19-Polk bus line. To travel between the 16th Street BART Station and project site, riders can use the Muni 22-Fillmore bus lines. To travel between the Caltrain Station or the Transbay Terminal and the project site, riders can use the Muni 10-Townsend or “T” Third Street light rail lines. Riders can use the same lines to travel between the Ferry Building and the project site.

As the project site is currently a vacant lot, it does not generate any use or demand for public transit.

Pedestrian Conditions

Sidewalks are currently provided along two sides of project site (10-foot-wide on the west side of 7th Street and nine- to 10-foot wide on the north side of 16th Street). There are currently no sidewalks provided on the northwest side of the project site adjacent to Hubbell Street or on the north side of 16th Street along the old Daggett Street right-of-way. In addition, sidewalks along the east side of 7th Street are unpaved and three to seven feet in width. The site is fenced, preventing pedestrian access to Daggett Street and both blocks within the project site.

Generally, there are low pedestrian volumes during both the weekday midday and evening peak periods in the vicinity of the project site (less than 100 pedestrians per hour), and the vacant project site itself does not generate any pedestrian traffic. During both time periods, the nearby sidewalk and crosswalk conditions were

observed to be operating at free-flow conditions with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians. At the three-way STOP-controlled intersection of 16th/7th/Mississippi, pedestrians were observed to have difficulty crossing at all approaches at this intersection since the westbound approaches do not stop.

The San Francisco Department of Public Health (SFDPH) has analyzed pedestrian injuries in traffic accidents from a public health perspective, noting that traffic accidents in general are a leading cause of death and injury in the United States, and that pedestrians represented 12 percent of all fatalities in motor vehicle accidents in 2005. Beyond direct injuries and deaths, as a matter of public health, SFDPH states that increased pedestrian safety can encourage walking, which in turn can have direct health benefits such as reducing obesity and indirect benefits such as improved air quality resulting from lesser traffic volumes. According to data prepared by SFDPH and reported in the Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report (EN DEIR), the number of accidents involving pedestrian injury in the Showplace Square/Potrero Hill neighborhood over a five-year period was 285 (or 57 per year).³⁸ This translates into a rate of 265 accidents involving pedestrian injury per 100,000 people in the Showplace Square/Potrero Hill neighborhood, which is greater than the citywide rate of approximately 100 such accidents per 100,000 people. None of the five intersections in San Francisco where 10 or more vehicle-pedestrian collisions occurred during the period 2001 – 2005 are in the vicinity of the proposed project.

Bicycle Conditions

In the vicinity of the project site, portions of four streets are designated as Citywide Bicycle Routes and are considered either Class II or Class III routes (see Figure 14). Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclists share travel lanes with motorized vehicles. The four Citywide Bicycle Routes are as follows:

- Route #23, which runs from Market Street along 7th Street to Mariposa Street (Class II along 7th Street, from Market Street to 16th Street, and Class III from 16th Street to Mariposa Street)
- Route #36, along Townsend Street between Division Street and The Embarcadero (Class III from 3rd Street to The Embarcadero)
- Route #40, which runs along 16th Street between 3rd Street and Kansas Street (Class II)
- Route #123, along Henry Adams Street between Division Street and 17th Street (Class II from Division Street to 16th Street, Class III from 16th Street to 17th Street)

During field observations, bicyclists were observed riding along the established bicycle routes in the vicinity of the project sites. Bicycle conditions were observed to be operating acceptably, with only minor conflicts between bicyclists, pedestrians and vehicles, but not to the degree that any substantial interference with regard

³⁸ See EN DEIR footnote, p. 288.

to hazardous conditions or pedestrian access was created. As the project site is currently a vacant lot, it does not generate any use or demand for bicycle facilities.

Parking Conditions

Existing parking conditions were examined within a study area generally bounded by Hooper Street to the north, I-280 (7th Street and Pennsylvania Street) to the east, Mariposa Street to the south and Carolina Street to the west (see Figure 14). The supply and occupancy of on-street parking were determined for the weekday midday period (between 1:30 and 3:00 PM) and the weekday evening period (between 6:30 and 8:00 PM), based on field surveys conducted in November of 2003. Within the parking study area, there are no public off-street parking facilities.

In general, on-street parking in the vicinity of the project site primarily consists of unrestricted and unmetered spaces. Two blocks south of the project site, there is two-hour parking on both sides of Arkansas Street, Connecticut Street, Missouri Street and Texas Street. In addition, the south side of Mariposa Street between Arkansas and Texas Streets has two-hour parking. The remainder of the on-street parking is not time restricted. The on-street parking supply includes parallel, diagonal and 90-degree parking. Portions of residential permit parking area "X" are located approximately one block south of the study area.

Overall, there are about 1,200 on-street parking spaces in the study area. During the weekday midday period, on-street parking in the study area is generally full, as the blocks were between 65 and 97 percent occupied. Overall occupancy during the weekday midday was about 87 percent. During the weekday evening period, on-street parking is available throughout the study area, as the blocks were between 32 and 74 percent occupied. Overall occupancy during the weekday evening was about 50 percent.

As the project site is currently a vacant lot, it does not generate or contribute to parking demand. Because the site is entirely fenced, it is not used for parking.

IMPACTS

Significance Criteria

The following are the significance criteria used by the San Francisco Planning Department for the determination of impacts associated with a proposed project:

- The operational impacts on signalized intersections are considered significant if project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or causes Caltrans signal warrants to be met when the worst approach is already at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the

magnitude of the project's contribution to the worsening of delay. In addition, the project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in levels of service to unacceptable levels.

- San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand vary from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but instead changes over time as people change their modes and patterns of travel.

Parking deficits are considered by the City to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in

delays or operating costs such that significant adverse impacts in transit service levels could result.

- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Project Travel Demand

Travel demand refers to the new vehicle, transit, pedestrian and other traffic that would be generated by the proposed project. The travel demand, parking demand and delivery/service loading demand estimates were based on methodology presented in the San Francisco Planning Department's *2002 Transportation Impact Analysis Guidelines for Environmental Review* and information contained in the 1990 and 2000 U.S. Census journey-to-work data.

Trip Generation, Mode Split and Distribution

The proposed project would generate an estimated 8,780 daily person-trips (inbound and outbound) on a typical weekday and 1,293 person-trips during the weekday PM peak hour. Approximately 63 percent of the person-trips would be by auto, 19 percent by transit and 18 percent by walk/other modes. In total, the proposed project would generate 563 vehicle trips during the weekday PM peak hour, of which 330 would be inbound and 233 would be outbound.

The majority of the residential work trips during the weekday PM peak hour would travel within San Francisco (75 percent), with smaller percentages to and from the South Bay, East Bay, North Bay and outside the region. The retail, restaurant, and PDR work trips would be relatively evenly distributed throughout San Francisco and the region. These distribution patterns were used as the assumed basis for assigning project-related vehicle trips to the local and regional roadway network and transit-trips to the local and regional transit operators.

Parking Demand

Parking demand consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors and patrons). The project-generated parking demand was determined for both the weekday midday (generally 1:00 to 3:00 PM) and evening (generally 7:00 to 9:00 PM) conditions. Since the peak parking demand for residential uses typically occurs in the evening and overnight, midday parking demand is estimated at 80 percent of the evening parking demand. Evening parking demand for retail, restaurant, and PDR uses were estimated with the same parking demand rates as the midday parking demand. Overall, the proposed project would have a parking demand for 599 spaces during the weekday midday and 656 spaces during the weekday evening.

Loading Demand

Loading demand consists of the number of delivery and service vehicle trips generated by a project, plus the number of loading spaces that would be required to accommodate the demand. Overall, the proposed project would generate an estimated 44.1 delivery/service vehicle trips per day, which would result in a demand for 2.1 loading space during an average hour and 2.6 loading spaces during the peak hour of loading demand.

Traffic Impacts

Baseline plus Project Conditions

The proposed project would generate an estimated 563 vehicle trips during the weekday PM peak hour (330 inbound and 233 outbound). The project's proposed two-level parking garage would consist of an upper level accessed from 7th Street and two lower level access points via Hubbell and 16th Streets. As such, proposed project vehicle trips were distributed based on the number of parking spaces that would be accessible from each access (around 50 percent via 7th Street, 25 percent via Hubbell Street, and 25 percent via 16th Street).

Table 3 presents a comparison of the Baseline and Baseline plus Project intersection operating conditions for the weekday PM peak hour. Overall, the new vehicle trips generated by the proposed project would result in minor changes to the average delay per vehicle at the study intersections, and 7 of the 10 intersections would continue to operate with similar service levels as under Baseline conditions. At the unsignalized intersections of 16th/Arkansas/Hubbell and Mariposa/Pennsylvania, the worst approaches would operate at LOS E and LOS F (compared to LOS C and E under Baseline conditions), but the weekday PM peak hour volumes would not meet Caltrans signal warrants. As such, these intersections would still operate satisfactorily under Baseline plus Project conditions. Therefore, there would be no significant traffic impacts at these intersections.

Table 3				
Intersection Level of Service – Weekday PM Peak Hour				
Baseline, Baseline plus Project Conditions				
Intersection	Baseline		Baseline plus Project	
	Delay	LOS	Delay	LOS
Signalized				
7 th /Townsend	21.4	C	22.1	C
16 th /De Haro	12.2	B	12.5	B
16 th /7 th /Mississippi	15.0	B	15.6	B
16 th /3 rd	18.6	B	19.1	B
Mariposa/I-280 Off Ramp	25.5	C	26.4	C
Unsignalized				
7 th /Hubbell	21.0	C (eb)	30.5	D (eb)
16 th /Arkansas/Hubbell	20.3	C (nb)	>50	E (nb)
Mariposa/Mississippi	>50	F* (wb)	>50	F* (wb)
Mariposa/Pennsylvania	49.5	E (nb)	>50	F (nb)
Mariposa/I-280 On Ramp	>50	F* (eb)	>50	F* (eb)

Source: Wilbur Smith Associates – November 2003, March 2006, July 2006

Notes:

*Indicates the intersection meets Caltrans signal warrants. Peak hour volumes at other intersections would not meet Caltrans signal warrants.

Bold indicates intersection operates at unsatisfactory LOS and delay.

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach (i.e. (eb) = eastbound approach) for unsignalized intersections.

Table 2 includes 12 study intersections because both existing and baseline conditions were included and two intersections (16th/De Haro and 16th/7th/Mississippi) are unsignalized under existing conditions but would be signalized under baseline conditions. This table includes only 10 intersections because only baseline conditions are included.

To determine if the proposed project would have a significant impact at the unsignalized intersections of Mariposa/I-280 on ramp and Mariposa/Mississippi, the San Francisco Planning Department conducted an examination of the traffic volumes for the traffic movements that determine overall LOS performance at the unsignalized intersections. Based on these volumes, it was determined that the proposed project would not have a significant traffic impact at the intersection of Mariposa/I-280 on ramp, but would have a significant traffic impact at the intersection of Mariposa/Mississippi. **Mitigation Measure C-1** would reduce the impact to a less-than-significant level.

Project Access: On 7th Street, there are low traffic volumes in the southbound direction during the weekday PM peak hour (about 345 vehicles). Adjacent to the project site, 7th Street has one northbound lane and one southbound lane. As such, vehicles turning left into or out of the parking garage (i.e., to and from northbound 7th Street) would not have to cross a substantial volume of southbound traffic, which would reduce the potential for delays and queuing at this location.

2025 Cumulative Conditions

The San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model (model) was used to develop the travel forecasts for future 2025 Cumulative conditions. This approach results in a cumulative impact assessment for future conditions and takes into account the anticipated development expected in the vicinity of the proposed project, plus the expected growth in housing and employment for the remainder of San Francisco and the region.

The most recent version of the model estimated future travel demand for the entire nine-county Bay Area, based on land use and employment projections developed and adopted by the Association of Bay Area Governments (ABAG). Within San Francisco, the Planning Department adjusted the forecasts to account for known and projects planned and in review, plus to factor ongoing area-wide planning efforts (including the Eastern Neighborhoods rezoning project). Overall, the year 2025 cumulative conditions forecasts used in the analysis exceed the ABAG forecasts for San Francisco.

Within the model, the entire Bay Area region was divided into approximately 1,750 geographical areas, known as Transportation Analysis Zones (TAZs); about 800 of which are within San Francisco. For each TAZ, the model estimates the travel demand based on the population and employment assumptions, determines the origin and destination and mode of travel (auto, transit, walk and bicycle) for each trip, and assigns those trips to the transportation system (roadway network and transit lines). This model output was used to determine the future traffic volumes at the analysis locations using an approach developed with and approved by the Planning Department.

Since the model was developed as a tool to forecast future traffic volumes on major regional traffic facilities and on major local streets, and not to forecast turning movements at intersections (which are required to determine intersection operating conditions), post-processing of the model output was conducted. To develop 2025 Cumulative turning movement volumes at the study intersections, different methodologies for the major streets and minor streets in the study area were used. At the major streets (i.e., Harrison Street, Bryant Street, Brannan Street and Potrero Avenue), the increase in traffic volumes between the 2000 Baseline and 2025 Cumulative model scenarios were determined at each approach (e.g., eastbound) of the study intersections. These incremental increases were assigned to the individual intersections turning movements (e.g., eastbound left-turn, through and right-turn) based on the existing turning movement counts. At the minor streets, average growth rates were developed for the northbound, southbound, eastbound and westbound approaches of all streets aggregated. These average growth rates were applied to the individual turning movements based on the existing turning movement counts. In addition, an overlay of Mission Bay-related traffic was added to account for differences in the land use assumptions between the model and those currently proposed for Mission Bay North and South.

It should be noted that Mission Bay is required to implement improvements to several of the study intersections, as documented in the Mission Bay Final SEIR, and approved by the City (including the Planning Department, Department of Parking and Traffic (DPT), Department of Public Works (DPW) and Muni). These improvements, as listed below, were assumed for the analysis of 2025 Cumulative conditions.

- 7th/Townsend – Reconfigure intersection to accommodate a dedicated left-turn lane for each approach and a dedicated through lane for the northbound, southbound and westbound approaches.
- 7th/Hubbell – Reconfigure intersection to include a new dedicated through lane for the northbound and southbound approaches.
- Mariposa/I-280 Off Ramp – Add new southbound approach to connect with Owens Street. Reconfigure intersection to include a new southbound left- and two right-turn lanes, a new northbound through-right turn lane, changing an eastbound through lane to a through-left turn lane and a new westbound through-right turn lane. Also modify current signal timings to incorporate the new roadway configuration.
- Mariposa/I-280 On Ramp – Signalize and reconfigure intersection to include a new dedicated through lane for the westbound approach.

Table 4 presents the 2025 Cumulative intersection operating conditions during the weekday PM peak hour. Under the 2025 Cumulative conditions, all study intersections would operate at satisfactory conditions, except the signalized intersection of 7th/Townsend and the unsignalized intersections of 16th/Arkansas/Hubbell, Mariposa/Mississippi, and Mariposa/Pennsylvania.

To assess the effect of project-generated traffic on 2025 Cumulative conditions, the proposed project's contribution to the weekday PM peak hour 2025 Cumulative traffic volumes was determined. Two different percentages were calculated: the project-generated traffic as a percent of total 2025 Cumulative traffic volumes, and the project-generated traffic as a percent of only the increase in traffic volumes between Baseline and 2025 Cumulative conditions. The percent contributions were calculated at the ten study intersections and are presented in **Table 5**.

Intersection	Baseline		2025 Cumulative	
	Delay	LOS	Delay	LOS
Signalized				
7 th /Townsend	21.4	C	>80	F
16 th /De Haro	12.2	B	16.1	B
16 th /7 th /Mississippi	15.0	B	24.1	C
16 th /3 rd	18.6	B	33.9	C
Mariposa/I-280 Off Ramp ⁽¹⁾	25.5	C	35.2	D
Mariposa/I-280 On Ramp ⁽²⁾	>50	F*	13.5	B
Unsignalized				
7 th /Hubbell	21.0	C (eb)	34.2	D (eb)
16 th /Arkansas/Hubbell	20.3	C (nb)	>50	F*(nb)
Mariposa/Mississippi	>50	F* (wb)	>50	F*(sb)
Mariposa/Pennsylvania	49.5	E (nb)	>50	F*(nb)

Source: Wilbur Smith Associates – November 2003, March 2006

Notes:

(1) Under 2025 Cumulative conditions, intersection includes new southbound approach

(2) Under Baseline conditions, intersection is unsignalized

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach (i.e. (eb) = eastbound approach) for unsignalized intersections.

*Indicates the intersection meets Caltrans signal warrants.

Bold indicates intersection operates at unsatisfactory LOS and delay.

Intersection	Existing Volume	Project Volume	2025 Cumulative Volume	Contribution to Total 2025 Cumulative Volume	Contribution to Growth in Volumes
7 th /Townsend	1,999	146	3,593	4.1%	9.2%
16 th /De Haro	1,315	273	2,613	10.4%	21.0%
16 th /7 th /Mississippi	1,654	180	3,294	5.5%	11.0%
16 th /3 rd	2,502	76	4,362	1.7%	4.1%
Mariposa/I-280 Off Ramp	1,015	60	2,466	2.4%	4.1%
Mariposa/I-280 On Ramp	1,497	72	2,484	2.9%	7.3%
7 th /Hubbell	970	150	1,625	9.2%	22.9%
16 th /Arkansas/Hubbell	883	304	2,176	14.0%	23.5%
Mariposa/Mississippi	1,322	60	1,569	3.8%	24.3%
Mariposa/Pennsylvania	1,362	67	1,678	4.0%	21.2%

Source: Wilbur Smith Associates – July 2006

To determine if the proposed project would have a significant cumulative impact at the four intersections that would worsen to unsatisfactory conditions under the 2025 Cumulative scenario, the Planning Department conducted an examination of the traffic volumes for the traffic movements that determine overall LOS performance. Based on these volumes it was determined that the proposed project would not have a significant traffic impact at the intersections of 7th/Townsend and Mariposa/Pennsylvania, but would have a significant traffic impact at the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi. Each is described in greater detail below:

Less Than Significant Traffic Impacts

7th /Townsend: The proposed project would not have a significant contribution to unsatisfactory 2025 cumulative traffic conditions at this location, though the intersection is expected to operate at an unsatisfactory level by 2025 due to anticipated growth. Current improvements at this signalized intersection required to be implemented by the Mission Bay project (including a dedicated left-turn lane for each approach and a dedicated through lane for the northbound and southbound approaches) would not be sufficient to eliminate these adverse conditions in 2025. While the 2025 cumulative conditions at this intersection would be unmitigable and unavoidable, the project-specific contributions to traffic movements would not be considerable and thus less than significant.

Mariposa/Pennsylvania: The proposed project would not have a significant contribution to unsatisfactory traffic conditions at this location under the 2025 cumulative scenario, though, as with the intersection of 7th/Townsend, the unsignalized intersection is expected to operate at an unsatisfactory level by 2025 due to anticipated growth. However, unlike the intersection of 7th/Townsend, mitigation measures would be sufficient to eliminate these adverse conditions in 2025. As such, the project sponsor agrees to implement **Improvement Measure C-1**, which would address 2025 cumulative conditions, but not project-specific impacts, thereby reducing future impacts to a less-than-significant level.

Mariposa/Mississippi: The proposed project would have a significant traffic impact at this intersection, as the intersection would operate unsatisfactorily under the 2025 cumulative conditions. Implementation of **Mitigation Measure C-2** would reduce this impact to a less-than-significant level.

Significant Traffic Impacts

16th/Arkansas/Hubbell: The proposed project would have a significant, unavoidable traffic impact at this intersection under the 2025 cumulative scenario. Mitigation is infeasible because the potential mitigation, itself, would present additional traffic impacts. At this unsignalized intersection, both the northbound Arkansas Street and southbound Hubbell Street STOP-controlled approaches would operate at LOS F, and Caltrans signal warrants would be met. To improve operations, the intersection would need to be signalized. However, the San Francisco DPT has determined that a new traffic signal at this location would be infeasible due to the close proximity to Connecticut Street to the east and 8th and Wisconsin Streets to the west. Due to those nearby streets, there would not be sufficient space to locate signals and provide queuing space, which would affect operations at other intersections. In addition, the new traffic signals at the nearby intersection

of 16th/7th/Mississippi (installed by Mission Bay in 2006) and 16th/De Haro (to be installed by the 450 Rhode Island Street project) would provide gaps in the eastbound and westbound traffic flow that would make it easier for vehicles to turn from Arkansas and Hubbell Streets. As a result, these STOP controlled approaches may not operate with as substantial of a delay as anticipated under 2025 cumulative conditions. Therefore, additional mitigation measures have not been developed. The proposed project would have a significant contribution at this location, and the proposed project would result in an unmitigated significant impact. The impact is thus considered significant and unavoidable.

Transit Impacts

The proposed project would generate 232 transit trips (141 inbound and 91 outbound) during the weekday PM peak hour. Transit trips to and from the project site would likely use the nearby Muni 10-Townsend and 22-Fillmore bus lines (or walk to the 19-Polk bus line), and may include transfers to/from other Muni bus/light rail lines or regional transit providers (such as BART, Caltrain, etc.)

With several Muni bus lines operating nearby to the project site, it is anticipated that most Muni riders generated by the proposed project would use the closest and least-crowded lines (depending upon their direction of travel). Since most of the bus lines in the vicinity of the project site operate at less than capacity during the weekday PM peak hour (less than 70 percent occupied), the addition of the new transit trips would not substantially affect transit conditions. In addition, the new vehicle trips to and from proposed project are not anticipated to substantially affect operations of the Muni bus lines that operate near the project site or the nearby bus stops. Therefore, the project would not result in a significant impact to transit.

As part of the Mission Bay development, there will be changes to the existing Muni service near the study area. The Muni *Short Range Transit Plan* (FY 2004-2023), the Mission Bay South Infrastructure Plan and the draft Showplace Square/Potrero Hill Area Plan describe future service plans in the vicinity of Mission Bay including the extension and rerouting of the 22-Fillmore line and the extension of the 30-Stockton or 45-Union/Stockton. In the vicinity of the study area, the 30-Stockton or 45-Union/Stockton would travel on 7th, Hopper/Irwin, 16th, Connecticut and 18th Streets. These Muni service changes would improve future transit service in the vicinity of the proposed project. The proposed project would include a new bus loading space along 16th Street, to accommodate the expected re-routed 22-Fillmore line (see Figure 3 in the Project Description). If new electric trolley lines are implemented on 16th Street, the proposed project may be required to allow Muni to install eyebolts in the building to support the overhead wire system. There would be no project-specific significant impacts to transit under 2025 cumulative conditions.

As part of the ongoing redevelopment of Mission Bay, changes to existing Muni bus service near the 1000 16th Street project site have been contemplated. Specifically, the 30-Stockton or 45-Union/Stockton bus lines could be extended southbound beyond King Street to provide expanded transit service to Mission Bay, Showplace Square and the Lower Potrero Hill neighborhoods. Given the irregular street grid in the vicinity of the subject property, MTA has approached the project sponsor to discuss the possibility of extending an easement across the site to provide for a "cut-through" from Connecticut to Hubbell Street. This transit-only

easement would permit electric trolley vehicles to cross the project site more efficiently from the current terminus of Connecticut Street, across a portion of the proposed corner park.

Under this scenario, a portion of the project's proposed corner park would be hardscaped to provide a 24-foot-wide transit-only easement (consisting of one 12-foot travel lane in each direction) that would connect Connecticut Street to Hubbell Street. Such an easement could include directional signage, distinctive paving materials and street furniture (such as bollards and bus shelters) along its edges to reduce pedestrian conflicts. The easement could also act as a possible future transfer station, accommodating stops for both the 30-Stockton and the 22-Filmore lines. As conceptualized in this scenario, the proposed project's corner park could be reduced from approximately 10,000 sq. ft. to about 6,800 sq. ft. in order to accommodate the transit lanes and associated uses.

Further, as reported in the EN DEIR, transit ridership is anticipated to increase citywide by about 20 percent over baseline conditions. Muni's standard for capacity utilization (riders as a percentage of capacity) is 85 percent or lower. Under all rezoning options in the Eastern Neighborhoods Rezoning and Area Plans, overall capacity utilization on many lines would exceed Muni's 85 percent threshold. However, for subarea cordon lines within Showplace Square/Potrero Hill, capacity utilization would remain below the 85 percent threshold under all rezoning options. This means that, while capacity utilization would likely exceed 85 percent on some lines that traverse Showplace Square/Potrero Hill (resulting in significant impacts on Muni operations at maximum load points even under the 2025 No-Project conditions analyzed in the EN DEIR), such exceedances would not be directly attributed to the proposed project at 1000 16th Street. As such, the project's contribution to future cumulative transit capacity exceedances would not be considerable.

Pedestrian Impacts

Pedestrian trips generated by the proposed project would include walk trips to and from the project site, plus walk trips to and from parked vehicles and transit operators. Overall, the proposed project would add an estimated 456 pedestrian trips (including about 224 walk/other trips and 232 transit trips) to the adjacent sidewalks during the weekday PM peak hour.

Currently, there are no sidewalks provided along the periphery of the project site on Hubbell Street or the existing Daggett Street right-of-way at 16th Street. As part of the proposed project, new 10-foot wide sidewalks would be provided to facilitate pedestrian movements where none currently exist. The sidewalks along the east-side of 7th Street are unpaved and three to seven feet in width.

The new pedestrian trips generated by the proposed project could be accommodated on the nearby sidewalks and would not substantially affect pedestrian operations along the nearby sidewalks and crosswalks. As the sidewalks and crosswalks currently have relatively low pedestrian volumes, the pedestrian conditions would continue to remain acceptable with the proposed project and there would be no significant impact to pedestrian traffic.

Pedestrian conditions in the study area may intensify as new developments are implemented. It is anticipated that pedestrians would have a difficult time crossing 16th Street, primarily due to the increase in traffic

volumes along the street. However, the new traffic signals at the intersections of 16th/7th/Mississippi and 16th/De Haro would improve pedestrian conditions by making it easier (and safer) to cross 16th Street. Mission Bay projects are responsible for the signalization of 16th/7th/Mississippi and the 450 Rhode Island project is responsible for the signalization of 16th/De Haro, and there would be no significant impact to pedestrians under 2025 cumulative conditions. The project sponsor agrees to implement **Improvement Measure C-2**, under which the project sponsor would contribute to the funding of the new traffic signals, would improve pedestrian safety when crossing 16th Street, and further reduce the effects of a less-than-significant impact.

In addition, the proposed project would be generally consistent with the policies that are proposed as part of the draft Showplace Square/Potrero Hill Area Plan. These policies, which were incorporated into the Eastern Neighborhoods Rezoning Area Plan project and analyzed in the EN DEIR seek to: improve pedestrian connections between Showplace Square/Potrero Hill and Mission Bay (Policy 4.6.1); facilitate improved pedestrian crossings at several locations along 16th Street to better connect Potrero Hill to the Showplace Square area (Policy 4.6.2); facilitate completion of the sidewalk network in Showplace Square/Potrero Hill, especially where new development is planned to occur (Policy 4.6.3); implement recommendations of the Better Streets Plan designed to make the pedestrian environment safer and more comfortable for walk trips (Policy 4.6.5).

As described above, new 10-foot wide sidewalks proposed as part of the 1000 16th Street project would be provided along the periphery of the site on Hubbell Street and along the Daggett Street right-of-way, which would address the draft Policy 4.6.3 and improve pedestrian networks/connections, access and safety. The scale of the buildings proposed for the western portion of the project site would not be broken up at the street level; however, the proposed open space along the Daggett right-of-way would provide additional, off-street pedestrian walkways. The new traffic signals discussed above, the costs of which the project sponsor agrees to share with implementation of **Improvement Measure C-2**, would increase pedestrian safety in the area by facilitating safer street crossing conditions. While passenger loading/unloading for the project's proposed retail uses would be provided on 16th Street, loading areas for the residential and PDR uses would be accessed from Hubbell and 7th Streets, not 16th Street, which, of the three streets, would likely accommodate the most pedestrian traffic.

Finally, as reported in the EN DEIR, SFDPH has developed a "pedestrian injury model" that attempts to predict the change in accidents involving pedestrian injury on the basis of a number of different factors, including vehicular traffic volume, resident population, proportion of occupied housing units without auto access, proportion of the population that uses transit to travel to and from work, proportion of arterial streets without Muni access in the neighborhood, and land area of the neighborhood. Based on this model, SFDPH projects that the number of pedestrian injury collisions could increase, from year 2000 conditions, by approximately 17 percent in the Eastern Neighborhoods by the year 2025 (ranging from 14 to 24 percent in the individual neighborhoods), with implementation of the proposed rezoning and area plans. It is projected that the number of pedestrian collisions in Showplace Square/Potrero Hill could increase by 21 percent over baseline conditions. As described in the EN DEIR, the City of San Francisco has not established criteria of significance and has not thoroughly evaluated various analysis tools for pedestrian injury collisions.

Therefore, as with the EN Rezoning and Area Plans, it cannot be concluded that the proposed residential project at 1000 16th Street would result in a significant effect with regard to pedestrian injury. However, it should be noted that measures proposed by the project sponsor for the 1000 16th Street project, such as installation of widened sidewalks and contributions to new traffic signals could alleviate site-specific traffic hazards.

In conclusion, as the proposed project would not contribute to substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas, there would be a less-than-significant impact to pedestrians under site-specific or cumulative, area-wide conditions.

Bicycle Impacts

The proposed project would be required to provide 115 bicycle parking spaces (see §155.5 of the San Francisco Planning Code). The proposed project would not be required to provide shower and locker facilities, since it is primarily a residential development. The proposed project would provide approximately 200 bicycle spaces (to be located within the garage levels with access from 7th Street) and would therefore meet the Planning Code requirements.

The project site is within convenient bicycling distance of downtown San Francisco and other neighborhoods (including Potrero Hill and Mission), plus the major transit terminals. Also, there are several bicycle routes in the vicinity of the project site. As such, a portion of the “other” trips generated by proposed project would be bicycle trips.

With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Although the proposed project would result in an increase in the number of vehicles on the surrounding streets, this increase would not be substantial enough to affect bicycle travel in the area.

There would be no impacts on bicycle riders by the proposed project under current or future scenarios.

Parking Impacts

The project site is located within an area that is currently transit-deficient, though foreseeable transit improvements – such as the extension of the 3rd Street light rail system and the possible expansion of bus and trolley service, including the 22-Fillmore extension to Mission Bay (see Transit Impacts, above) – would improve service in the vicinity. At present, the neighborhood can be described at best as transitioning toward consistency with the City’s Transit First policy.

The proposed project would be required to provide 461 off-street parking spaces, including 408 spaces for the residential uses, 15 spaces for the retail uses, 25 spaces for the restaurant uses, and 13 spaces for the PDR uses. As part of this total, the proposed project would be required to provide 17 handicapped-accessible spaces.

The proposed project would provide 400 parking spaces within a two-level garage, including 343 spaces for the residential uses (approximately 0.84 spaces per unit), 15 spaces for the retail uses, 25 spaces for the restaurant uses and 13 spaces for the PDR uses, plus three spaces for carshare parking. Of these spaces, 17 would be handicapped-accessible spaces.

Overall, the proposed project would meet the Planning Code requirements for the retail, restaurant and PDR uses, and for the provision of handicapped accessible spaces. The residential component of the proposed project would not meet the Planning Code requirements (a shortfall of 61 spaces). As a result, the project sponsor would seek a variance from the off-street parking requirement.

The proposed project would have a total weekday midday parking demand of 599 spaces, including 411 spaces for the residential uses, 54 spaces for the retail uses, 88 for the restaurant uses and 46 spaces for PDR uses. The proposed project would have a weekday evening parking demand of 656 spaces including 514 spaces for the residential uses, 54 spaces for the retail uses and 88 for the restaurant uses.³⁹

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Parking Supply/Demand Comparison: The total parking demand for the proposed project would not be accommodated during the weekday midday (a shortfall of 199 spaces) or the weekday evening (a shortfall of approximately 256 spaces). Based on observations of on-street parking in the study area, the weekday midday is approximately 87 percent occupied (around 150 available spaces). These available spaces would help offset the total parking shortfall of the proposed project but would not be able to absorb the project-generated parking demand. During the weekday evening, on-street parking in the study area was relatively low at around 50 percent occupied (around 600 available spaces). As a result, the weekday evening parking shortfall could be accommodated with the existing on-street parking supply.

It should be noted that existing angled on-street parking on the south side of Hubbell Street adjacent to the project site would be converted to parallel parking (since the parking currently extends to the property line). No substantial effects to street operations are anticipated as a result of this change in parking configuration.

Parking Structure Operations: The lower level of the parking structure would be accessed from mid-block locations on both 16th and Hubbell Streets, while the upper level would be accessed from 7th Street. Designated spaces for public use would be available on the first floor of the parking structure while

³⁹ Calculations of midday and evening residential parking demand were determined using *Transportation Impact Analysis Guidelines for Environmental Review* (San Francisco Planning Department, October 2002) and *Shared Parking* (Urban Land Institute, 2005); for residential parking demand, 1.1 spaces were assigned for studio/1-bedroom units and 1.5 spaces for 2+ bedroom units.

residential spaces would be designated on the second level. It is anticipated that residents would be able to use the public parking spaces overnight.

At this time, the control devices and payment methods (e.g., ticket spitters, pay-on-foot, etc.) for the public portion of the parking garage have not been finalized. However, based on the current garage plans, it is anticipated that the control devices would be located immediately inside the garage from both 7th and Hubbell Streets. By allowing vehicles to utilize three entrances to the parking garage, no major queues would be anticipated to form along 7th, Hubbell, or 16th Streets. Therefore, vehicles entering the garage would not affect local traffic circulation.

Loading Impacts

The proposed project would provide the two off-street residential loading spaces, which would be accessible from a separate Hubbell Street entrance/exit located in Building A, near the corner park at the intersection of Hubbell and 16th Streets. As requested by MTA, five additional striped, on-street loading spaces for commercial uses would be located along Hubbell Street (three adjacent spaces near the northern corner of Building A) and 7th Street (two adjacent spaces near Building C). In addition, the proposed project would provide a passenger loading/unloading area (two spaces) on 16th Street, adjacent to the retail and restaurant frontages.

The proposed project would be required to provide two off-street freight loading spaces, based on the total square footage of residential uses; no freight loading spaces are required for the retail and restaurant uses. As such, the proposed two loading spaces would meet the Planning Code requirements. In addition, the proposed loading dock would meet the Planning Code requirements for size and vertical clearance.

The proposed project would generate an estimated 44 daily delivery trips, which would correspond to a demand for two loading spaces during an average hour and 2.5 loading spaces during the peak hour of loading activities. Overall, the proposed loading facilities would meet the anticipated demand.

Loading Dock Operations: Access for the proposed project's freight loading dock would be located on Hubbell Street. With low traffic volumes on Hubbell Street, delivery trucks backing into the loading dock would not significantly affect local circulation. It should be noted that the dock's two loading spaces would not be reserved for residential or retail/restaurant uses.

Garbage Pick-up: Trash rooms would be located throughout the project site where garbage trucks would have access from 7th, Hubbell, and 16th Streets.

Residential Move-Ins/Move-Outs: It is anticipated that most residential move-ins and move-outs would occur from the loading dock. Since the loading spaces within the docks are 35 feet long, they would be able to accommodate most moving trucks and vans, except for semi tractor-trailers. If moving activities were to be performed by semi tractor-trailers, or other vehicles that would not fit within the loading docks, they could be accommodated through an on-street parking reservation program facilitated through the San Francisco

Police Department. If it is determined that temporary on-street spaces would be needed, they would be coordinated with the San Francisco Southern District Police Station.

As noted above, the proposed loading facilities would meet Planning Code requirements and anticipated demand. While the demand from residents within the proposed project would likely remain relatively static, demand for loading facilities in the project area could increase under future conditions, as it is anticipated that residential projects similar to the proposed project would be constructed nearby. However, as each additional project would be required by the Planning Code to provide adequate off-street loading spaces per square footage of residential space, it is likely that increased demand for loading facilities in the project area under future conditions would be met by increased supply.

Construction Impacts

Detailed plans for construction of the proposed project have not been finalized. However, it is anticipated that construction activities would take 22 – 24 months to complete, or up to 36 months to complete if the project is built in phases. Primary construction of the project would not be phased, but rather the buildings and garage would start simultaneously with crews moving from one end of the project to the other. It is anticipated that the garage would be completed prior to the completion of the buildings. Construction activities would typically occur Monday through Friday from 7:00 AM to 7:00 PM, and activities on weekends would only occur on an as-needed basis.

Construction staging would occur on-site at locations to be specified based on street access, crane locations and building locations. Sidewalks are not anticipated to be closed but temporary protection may be required in certain areas to protect pedestrians while walking on the sidewalk during construction. During the landscape/hardscape stage when sidewalks will be modified to install trees, the sidewalks will be temporarily closed. Pedestrians would be oriented to use sidewalks on the other side of the street. Vehicular traffic in and out of the site will require flaggers while crossing over existing pedestrian access. In locations where no sidewalks are currently provided, temporary pedestrian access would be available. It should be noted that new sidewalks would be constructed on the south side of Hubbell Street along the periphery of the project site as well as on the north side of 16th Street along the old Daggett Street right-of-way. It is anticipated that no regular travel lanes or Muni bus stops would need to be closed or relocated during the construction duration. If it is determined that travel lane closures would be needed, they would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by DPW and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). If it is determined that temporary Muni stop relocation would be needed, they would be coordinated with the Muni Street Operations/Special Events office.

It is anticipated that construction-related trucks would access the project site via the established truck route on 7th Street. Seventh Street would be accessed from I-80 and/or US 101 via the Fremont Street off-ramp or 7th Street off-ramp and from I-280 via the Mariposa off-ramp. Haul routes would be subject to the City's approval. Implementation of **Improvement Measure C-3**, which the project sponsor agrees to implement, would help to reduce traffic congestion caused by construction-related vehicles.

Any required relocation of utility lines in the Daggett Street ROW would not result in disruption of current service in the project vicinity.

The maximum number of workers at the height of construction is anticipated to be approximately 185 on-site personnel. Although trip distribution and mode split data is not available for the construction workers, it is anticipated that the number of daily and peak hour construction-related trucks and workers would be substantially fewer than the number of vehicle trips and transit trips that would be generated by the proposed project. As a result, potential impacts to the traffic and transit network would be less than with the proposed project and would not substantially affect the transportation conditions.

D. AIR QUALITY

The Initial Study concluded that the proposed project pollutant emissions would not cause an exceedance of any ambient air quality standard or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, or permeate its vicinity with objectionable odors and that there would therefore be no significant impacts related to air quality. With implementation of **Mitigation Measure 1**, construction-related air quality effects would be less than significant. Out of concern for the proposed project's proximity to Interstate 280 (I-280), the City Planning Department directed that this chapter re-examine whether sensitive receptors would be subject to substantial pollutant concentrations.

The City Planning Department also directed that there be additional discussion of potential air quality impacts from contaminated soils during site remediation and construction⁴⁰. These concerns are addressed in the Hazardous Materials chapter and in **Mitigation Measure E-1b** (see Chapter IV.A).

SETTING

Ambient Air Quality Standards

National Ambient Air Quality Standards established by the U.S. Environmental Protection Agency (U.S. EPA) and the California Ambient Air Quality Standards established by the California Air Resources Board (ARB) define the criteria pollutants and target levels of pollutants for air quality planning.⁴¹ The State and Federal ambient air quality standards are listed in **Table 6**. These standards are intended to protect the public health and welfare with an adequate margin of safety.

They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, such as asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy people can tolerate occasional exposure to air pollution levels somewhat above ambient air quality standards before adverse health effects are observed. Periodically, the standards are reviewed and updated to reflect improved understanding of the health effects. As shown in **Table 6**, for most pollutants the State-level standards are more stringent than the national standards.⁴²

⁴⁰ All studies referenced in this chapter are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file.

⁴¹ Ambient Air Quality Standards were last updated by ARB in November, 2006, and are available on the Internet at: www.arb.ca.gov

⁴² BAAQMD. *Ambient Air Quality Standards & Bay Area Attainment Status, 2007*. Available on the Internet at: http://www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm. Reviewed for this report on January 31, 2007.

**Table 6
State and Federal Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ^{a,c}	Federal Standards ^b	
			Primary ^{c,d}	Secondary ^{c,e}
Ozone (O₃)	8 Hour	0.070 ppm (137 µg/m ³)	0.08 ppm (157 µg/m ³)	Same as Primary Standard
	1 Hour	0.09 ppm (180 µg/m ³)	NA	
Respirable Particulate Matter (PM₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary Standard
	Annual Mean	20 µg/m ³	50 µg/m ³	
Fine Particulate Matter (PM_{2.5})	24 Hour	No separate CA standard	35 µg/m ³	Same as Primary Standard
	Annual Mean	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9.0 ppm (10 mg/m ³)	None
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
Nitrogen Dioxide (NO₂)	Annual Mean	NA	0.053 ppm (100 µg/m ³)	Same as Primary Standard
	1 Hour	0.25 ppm (470 µg/m ³)	NA	
Sulfur Dioxide (SO₂)	Annual Mean	NA	0.03 ppm (80 µg/m ³)	NA
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)	NA
	3 Hour	NA	NA	0.5 ppm (1300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	NA	NA
Lead (Pb) ^f	30 Day Avg.	1.5 µg/m ³	NA	Same as Primary Standard
	Calendar Qtr	NA	1.5 µg/m ³	

Source: ARB, 2006; BAAQMD, 2007

Annual Mean = Annual Arithmetic Mean

ppm = parts per million

µg/m³ = micrograms per cubic meter

NA = Not Applicable.

Notes:

a. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b. Federal standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

c. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d. Federal Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e. Federal Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Air Quality Conditions

Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for air quality management in the San Francisco Bay Area. It operates a regional monitoring network which measures the ambient concentrations of six criteria pollutants including ozone (O₃), carbon monoxide (CO), inhalable particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). The station used to characterize ambient air quality in San Francisco is located in the Potrero Hill neighborhood at 10 Arkansas Street, approximately 200 feet from the western edge of the project site.

Annual data summaries for San Francisco prepared by the BAAQMD for the years 1999 through 2005 monitoring data gathered by the CARB are summarized in **Table 7**.⁴³ The data in **Table 7** indicate that:

- Ozone concentrations in 1999, 2000, 2001, 2002, 2003, 2004 and 2005 at stations in San Francisco did not exceed the State 1-hour ozone standard or the Federal 1-hour or 8-hour ozone standards on any day.
- At stations in San Francisco, maximum 1-hour and 8-hour CO concentrations between 1999 and 2005 have ranged from 2.5 to 5.5 parts per million (ppm) and 2.1 to 3.7 ppm, respectively. Since 1999, there have not been any days for which monitoring stations in San Francisco and the greater Bay Area have recorded CO concentrations in excess of either the State or Federal standard.
- PM₁₀ concentrations between 1999 and 2005 exceeded the State 24-hour standard in 12 percent or fewer samples per year at stations in San Francisco. Samples are taken every six days. The State annual standard has been exceeded each year between 1999 and 2004 but has generally declined over the last four years to the point where there were no samples exceeding the standard in 2005 (compared to 7 in 2001). The Federal annual standard has not been exceeded during the seven-year period.
- NO₂, SO₂, sulfates, and lead were within allowable maximum concentrations in San Francisco and the Bay Area.
- In June 2002, ARB established new annual standards for PM_{2.5} (annual average of 12 µg/m³) and PM₁₀ (annual average of 20 µg/m³), which have been retained despite changes to other criteria pollutants. In September 2006, the U.S. EPA revised Federal standards for six criteria pollutants, including ozone, particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides, and lead. The revised Federal standards tighten the 24-hour fine particle standard from 65 µg/m³ to 35 µg/m³, and retain the current annual fine particle standard at 15 µg/m³. The existing 24-hour PM₁₀ standard of 150 µg/m³ was retained and due to a lack

⁴³ Bay Area Air Quality Management District, *Annual Bay Area Air Quality Summaries, 2007*. Available on the Internet at: http://www.baaqmd.gov/pio/aq_summaries/index.htm. Reviewed for this report on January 31, 2007.

of evidence linking health problems to long-term exposure to coarse particle pollution, the annual PM₁₀ standard was revoked.⁴⁴ The BAAQMD has recently initiated a three-year program to obtain sufficient ambient air monitoring data to support this new standard for ozone and initiated a similar three-year data collection program for PM_{2.5}. The most recent data available is for 2003, during which the annual average of PM_{2.5} was 10 µg. During the other year for which PM_{2.5} data is available, 2002, the annual average was 13 µg/m³ for PM_{2.5}. Until this data gathering is complete, no determination will be made about local air quality with respect to these two specific standards for PM_{2.5}.

Comparison of these data with those from other BAAQMD monitoring stations in the San Francisco Bay Area Air Basin indicates that San Francisco's air quality is among the least degraded of all developed portions of the Bay Area, primarily because San Francisco's prevailing winds tend to blow from the Pacific Ocean, transporting locally generated air pollution to elsewhere in the region and State.⁴⁵

The U.S. EPA designates the Bay Area as a whole a "marginal nonattainment area" of the national 8-hour ozone standard. In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard and remains in attainment for both 8-hour and 1-hour national standards. Other pollutants currently meet national standards. For State-level air quality planning purposes, the Bay Area is classified by the ARB as a serious nonattainment area for ozone, and a nonattainment area for both PM₁₀ and PM_{2.5}.

⁴⁴ U.S. EPA *PM Standards Revisions 2006*. Available on the Internet at: <http://epa.gov/pm/naaqsr2006.html>. Viewed for this report on February 12, 2007.

⁴⁵ Bay Area Air Quality Management District, *Annual Bay Area Air Quality Summaries*, 2007. Available on the Internet at: http://www.baaqmd.gov/pio/aq_summaries/index.htm. Reviewed for this report on January 31, 2007.

**Table 7
San Francisco Air Pollution Summary Data 1999-2005**

Year	Ozone						Carbon Monoxide			Nitrogen Dioxide			Sulfur Dioxide			PM10				PM 2.5				
	Max 1-hr	Nat days	Cal days	3 yr. Avg	Max 8-hr	Nat 3 yr. days Avg.	Max 1-hr	Max 8-hr	Nat/Cal days	Max 1-hr	Ann. Avg.	Nat/Cal days	Max 24-hr	Ann. Avg.	Nat/Cal days	Ann. Avg.	Max 24-hr	Nat days	Cal days	Max 24-hr	Nat days	3 yr. Avg.	Ann. 3 yr. Avg.	Ann. 3 yr. Avg.
1999	8	0	0	0	6	0 4.5	5.4	3.7	0	10	2.1	0	7	2	0	26	78	0	6	na	na	na	na	na
2000	6	0	0	0	4	0 4.4	5.5	3.2	0	7	2	0	8	2.4	0	24	63	0	2	na	na	na	na	na
2001	8	0	0	0	5	0 4.6	4	3.3	0	7	1.9	0	7	2.1	0	26	67	0	7	na	na	na	na	na
2002	5	0	0	0	5	0 4.4	3.5	2.6	0	8	1.9	0	6	1.9	0	25	74	0	2	70	4	48	13	12
2003	9	0	0	0	6	0 4.8	3.6	2.8	0	7	1.8	0	7	2.2	0	23	52	0	1	42	0	47	10	12
2004	9	0	0	0	6	0 4.7	2.9	2.2	0	6	1.7	0	8	1.4	0	22.5	52	0	1	46	0	41	9.9	11
2005	58	NA	0	48	54	0 0	2.5	2.1	0	66	16	0	7	1.4	0	20.1	46	0	0	43.6	0	32.6	9.5	9.9

Source: Bay Area Air Quality Management District, 2007. Annual http://www.baaqmd.gov/pio/aq_summaries/index.htm

Notes:

The terms "Cal days" and "Nat days" indicate the number of days that air quality measurements exceeded State and Federal air quality criteria.

The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005.

For 2005, ozone and nitrogen oxide were reported in parts per billion (ppb). They had previously been reported in parts per hundred million (pphm).

Local Air Emissions Sources

Mobile source, traffic- and train-related diesel emissions occur throughout the Showplace Square/Potrero Hill area and around the project site; most notable are the heavy volumes of traffic along I-280. Emissions due to traffic congestion along I-280 contribute to the localized air quality in the vicinity of the project and are the primary focus of the analysis in this EIR. Caltrain tracks are located within 100 feet of the eastern edge of the project site and are a source of diesel emissions. Ninety-six trains pass the site on weekdays between the hours of 5:00 a.m. and midnight.

Roadway-Related Health Effects

Motor vehicles are responsible for a large share of air pollution especially in California. Consistent with the theory that proximity to air pollution sources is likely to increase both relative exposure and hazards, epidemiologic studies have consistently demonstrated that children and adults living in proximity to freeways or busy roadways have poorer health outcomes, including increased asthma symptoms and respiratory infections and decreased pulmonary function and lung development in children.⁴⁶ Air pollution monitoring done in conjunction with epidemiological studies has confirmed that roadway related health effects vary with modeled exposure to particulate matter and nitrogen dioxide. However, it is not possible at this time to attribute roadway related health effects to a single type of roadway, vehicle, or type of fuel. Vehicle tailpipe emissions contain diverse forms of particulate matter as well as ozone precursor compounds such as nitrogen oxides (NO_x) and volatile organic compounds (VOC). Vehicles also contribute to particulates by generating road dust and through tire wear.

Recent air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. The ARB community health risk assessments and regulatory programs have produced air quality information about certain types of facilities for consideration by local authorities when siting new residences, schools, day care centers, parks and playgrounds, and medical facilities (i.e., sensitive land uses). Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that children are more sensitive to cancer-causing chemicals.⁴⁷

In traffic-related studies, the additional non-cancer health risk attributable to roadway proximity was seen within 1,000 feet of the roadway and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet from the roadway. Therefore, the ARB recommends that new sensitive land uses (e.g., residences, schools, daycare centers, parks and playgrounds, and medical facilities) not be located within 500 feet of a freeway or urban roads carrying 100,000 vehicles per day. This recommendation is put forth to minimize potential non-cancer health effects of exposure to pollutants known to increase incidence of asthma and other respiratory ailments, particularly fine particulates, as well as cancer risk from exposure to diesel particulates from truck and bus exhaust (discussed below) and benzene and 1,3-butadine from automobile exhaust. In addition, SB351 (adopted in 2003) specifically

⁴⁶ For additional information, please see EN DEIR Appendix C, Public Health Effects Related to Air Quality.

⁴⁷ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005. Available on the Internet at: <http://www.arb.ca.gov/ch/handbook.pdf>.

prohibits locating public schools within 500 feet of a freeway or busy traffic corridor. The ARB similarly recommends that sensitive land uses not be located within 1,000 feet of a distribution center (warehouse) that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs)⁴⁸ per day, or where TRU unit operations exceed 300 hours per week; within 300 feet of dry cleaners using perchloroethylene; and within 300 feet of large gas stations (those that pump more than 10,000 gallons per day) or 50 feet of smaller gas stations. Other recommendations not directly applicable to the project area include avoiding placement of sensitive receptors immediately downwind of ports in areas most seriously affected by diesel particulate matter (DPM) emissions, as well as avoiding refineries, chrome platers, and rail yards.

The ARB notes that these recommendations are advisory and should not be interpreted as defined “buffer zones.” ARB acknowledges that land use agencies must balance other considerations, including housing and transportation needs, the benefits of urban infill, community economic development priorities, and other quality of life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk where necessary, ARB’s position is that infill development, mixed-use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.⁴⁹

Diesel Exhaust

The U.S. EPA has conducted an extensive evaluation of the cancer and non-cancer health effects of diesel exhaust and issued final rules on January 18, 2001, to tighten emission standards for diesel heavy-duty truck engines. The new EPA standards, which were to be fully implemented by the model year 2007, requires both cleaner-running heavy-duty diesel engines in trucks and buses and production of low-sulfur diesel fuel that will be compatible with the new engines. The new regulations will reduce not only particulate emissions from heavy-duty vehicles but also emissions of nitrogen oxides, carbon monoxide, and the ozone precursors nitrogen dioxide and reactive organic gases. EPA estimates that each new truck and bus built according to the new standards will be 90 percent cleaner than current models.⁵⁰

In 1998, ARB identified diesel particulate matter as a toxic air contaminant based on research indicating that long-term exposure to diesel particulate can increase the risk of a person developing cancer. ARB estimates that 70 percent of the known statewide cancer risk from toxic air contaminants (also known as “air toxics”) in outdoor is attributable to diesel particulate.⁵¹

Because the vast majority of diesel exhaust particles are very small by weight (approximately 94 percent of their combined mass consists of particles less than 2.5 micrometers in diameter), both the particles and their

⁴⁸ TRUs are typically diesel-powered, which is why they are included here as a risk factor. As with diesel engines in general, TRUs will become cleaner-running over time as a result of air toxic control measures adopted by ARB.

⁴⁹ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005. Available on the Internet at: <http://www.arb.ca.gov/ch/handbook.pdf>.

⁵⁰ U.S. EPA, Office of Transportation and Air Quality, *Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements, Regulatory Announcement EPA420-F-00-057*, December 2000. Available on the Internet at: <http://www.epa.gov/otaq/regs/hd2007/frm/f00057.pdf>. Reviewed for this report on June 27, 2005.

⁵¹ CARB, *The California Almanac of Emissions and Air Quality, 2005 Edition*, p. 221. Available on the Internet at: <http://www.arb.ca.gov/aqd/almanac/almanac05/almanac2005all.pdf>. Reviewed for this report on June 27, 2005.

coating of air toxics can be inhaled into the lungs. Diesel particulate cannot be directly monitored by measuring ambient air quality. However, estimates of cancer risk resulting from diesel PM exposure can be based on concentration estimates made using indirect methods (e.g., derivation from ambient measurements of a surrogate compound). ARB estimates that, in the San Francisco Bay Area, the lifetime cancer risk due to exposure to air toxics (i.e., the number of additional cases of cancer above the number of cases resulting from other causes) was approximately 630 per million people in 2003; of this total, 480 in one million cases were attributable to diesel particulate.⁵² For comparison, the cancer risk from diesel particulate is estimated at 720 in one million in the South Coast Air Basin,⁵³ which covers much of the Los Angeles area, while statewide, ARB places the diesel risk at 540 in one million.⁵⁴ The health risk due to diesel particulate declined substantially (40 percent statewide; 36 percent in the Bay Area) between 1990 and 2000, and ARB projects further declines in the future due to cleaner vehicles and low-sulfur diesel fuel. With full implementation of ARB's *Diesel Risk Reduction Plan*,⁵⁵ the board estimates the cancer risk from diesel particulate will drop statewide by approximately 85 percent from 2000 to 2020.

Sensitive Receptors

As previously discussed, sensitive receptors are members of the public most susceptible to respiratory distress; sensitive receptors include asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Therefore, parks and other recreational areas are also considered to be sensitive. Residential areas are considered more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend longer periods of time at their residences, with associated greater exposure to ambient air quality conditions.

Greenhouse Gas Emissions

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. GHGs generally include the six gases identified in the Kyoto Protocol: carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆). Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and vehicles have elevated the concentration of these gases in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to climate change.

⁵² CARB, *The California Almanac of Emissions and Air Quality, 2005 Edition*. The diesel particulate risk is estimated as of 2000; for other air toxics, the risk is estimated as of 2003. These risk estimates are for exposure to ambient air, based on annual average concentrations of air toxics and weighted by population, over an estimated 70-year lifetime. The risk is likely to differ from location to location within the Bay Area.

⁵³ *Ibid.*

⁵⁴ These calculated average cancer risk values from ambient air exposure in the Bay Area can be compared against the lifetime probability of being diagnosed with cancer in the United States, from all causes, which is greater than 40 percent, or greater than 400,000 in one million. National Cancer Institute, "Surveillance, Epidemiology, and End Results (SEER) Cancer Statistics Review, 1975-2001, Table I-15: Lifetime Risk (Percent) of Being Diagnosed with Cancer by Site, Race and Sex, 12 SEER Areas, 1999-2001." Available on the Internet at: http://seer.cancer.gov/csr/1975_2001/results_single/sect_01_table.15.pdf. Reviewed for this report on June 27, 2005.

⁵⁵ ARB, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2002; Available on the Internet at: <http://www.arb.ca.gov/diesel/documents/rpfFinal.pdf>. Reviewed for this report on June 27, 2005.

GHGs emitted from fuel combustion are CO₂, N₂O, and CH₄ and they relate directly to a project's construction (combustion of fuels to operate heavy equipment) and operation (traffic generated by the project, area source emissions associated with building heating/cooling, and indirect emissions associated with the project's electricity demand). Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures.

As described in the EN DEIR, both the State of California and the City and County of San Francisco have enacted legislation and/or programs to reduce production of GHGs. These efforts are described below.

Assembly Bill 32

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHG would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or "AB 32"), which requires the ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the ARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act, as follows:⁵⁶

- Publish a list of discrete early action GHG emission reduction measures by June 30, 2007.
- Establish a statewide GHG emissions cap for 2020, equivalent to the 1990 emissions level by January 1, 2008.
- Adopt mandatory reporting rules for significant sources of GHGs by January 1, 2008.
- Adopt a scoping plan by January 1, 2009, indicating how GHG emission reductions will be achieved from significant GHG sources via regulations, market-based compliance mechanisms and other actions, including the recommendation of a de minimus threshold for GHG emissions, below which emission reduction requirements would not apply.
- Adopt regulations by January 1, 2011 to achieve the maximum technologically feasible and cost-effective reductions in GHGs, including provisions for using both market-based and alternative compliance mechanisms.

⁵⁶ California Air Resources Board, *AB 32 Fact Sheet – California Global Warming Solutions Act of 2006*, September 25, 2006.

- Establish January 1, 2012, as the date by which all regulations adopted prior to January 1, 2010 are to become operative (enforceable).

The ARB is proposing “Early Action Measures” in three groups; together, these measures will make a substantial contribution to the overall 2020 statewide GHG emission reduction goal of approximately 174 million metric tons of carbon dioxide equivalent gases.⁵⁷ (As noted, the term “carbon dioxide-equivalent” is used to account for the differences in global warming potential among the six greenhouse gases.) These measures are summarized as follows:

- **Group 1:** Three new GHG-only regulations were adopted June 21, 2007, to meet the narrow legal definition of “discrete early action GHG reduction measures”: a low-carbon fuel standard, reduction of refrigerant losses from motor vehicle air conditioning system maintenance, and increased methane capture from landfills. These regulations are to take effect by January 1, 2010.
- **Group 2:** The ARB is initiating work on 23 other GHG emission-reducing measures in the 2007 to 2009 time period with rulemaking to occur as soon as possible, where applicable. These GHG measures relate to the following sectors: agriculture, commercial, education, energy efficiency, fire suppression, forestry, oil and gas, and transportation.
- **Group 3:** The ARB is initiating work on 10 conventional air pollution controls aimed at criteria and toxic air pollutants, but with concurrent climate co-benefits through reductions in carbon dioxide or non-Kyoto pollutants (i.e., diesel particulate matter, other light-absorbing compounds, and/or ozone precursors) that contribute to global warming.

None of the Group 1 measures specifically relate to construction or operation of new development within the Eastern Neighborhoods study area. Proposed Groups 2 and 3 measures that could become effective during implementation of the proposed rezoning and area plans could pertain to construction-related equipment operations or the design of future development in the Eastern Neighborhoods project area, including the proposed 1000 16th Street project. Some proposed measures will require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Applicable early action measures that are ultimately adopted from Groups 2 and 3 will become effective during implementation of the Eastern Neighborhoods project, and new development might be subject to these requirements, depending on their timing.

Climate Action Plan for San Francisco

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution, committing the City and County of San Francisco to a GHG emissions reductions goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the San Francisco Public Utilities Commission published the Climate Action Plan for San

⁵⁷ California Air Resources Board, Proposed Early Actions to Mitigate Climate Change in California, April 20, 2007.

Francisco: Local Actions to Reduce Greenhouse Emissions.⁵⁸ Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Climate Action Plan, and many of the actions require further development and commitment of resources, it serves as a blueprint for GHG emission reductions, and several actions are now in progress (see discussion in Chapter II.B, Project Setting).

The City is already implementing a wide range of actions related to the reduction of GHG emissions. Some of these actions are described below and additional actions are described in the Climate Action Plan. The San Francisco Board of Supervisors passed a Resolution No. 728-97 supporting increased Corporate Average Fuel Economy (CAFE) standards in the early 1990s. In 1999, the Board adopted the Healthy Air and Smog Prevention Act, which became Chapter 4 of the City's Environment Code. This ordinance requires that all new purchases or leases of passenger vehicles and light duty trucks must either be rated as ultralow emission vehicle (ULEV) or zero emission vehicles (ZEV) (at least 10 percent were to be ZEV by July 1, 2000). Requirements were also set forth for medium and heavy-duty vehicles and motorized equipment, and for phasing out all highly polluting vehicles and equipment.

The City has also contributed grant funds toward the development of three alternate fueling facilities. It continues to seek funds to expand alternate fueling infrastructure and has also been successful in developing a number of electric vehicle charging stations both in San Francisco and throughout the Bay Area. In addition, the City encourages car sharing. Several car sharing organizations in the City provide a community-wide solution to vehicle fleets. By providing a network of vehicles in locations around the city, available for reservation on an as-needed basis, residents can utilize small, fuel-efficient and electric vehicles and reduce car ownership. Car sharing is also available for use by businesses and public entities. The City requires the provision of car share parking spaces in large new residential buildings (Planning Code Section 166). The City also limits the amount of parking allowed in new downtown residential developments (Planning Code Section 151.1).

San Francisco elected officials and voters have expressed strong support for renewable energy in several ways. The City funds municipal energy efficiency programs through a combination of the SFPUC's Hetch Hetchy Water and Power revenues, state grants and loans, and the City's General Fund at approximately \$5.5 million annually. Alternative renewable energy funding mechanisms, which can take advantage of private investor incentives including the 30 percent federal tax credit and accelerated depreciation through acquisition of renewable power from Power Purchase Agreements, are currently being explored. In 2001, the City's Department of Environment received \$7.8 million of state funds to manage an energy efficient lighting retrofit program for small businesses in San Francisco. Also in 2001, the voters approved Proposition B and H. Proposition B authorized \$100 million in revenue bonds to develop solar, wind and energy efficiency projects in City facilities and Proposition H authorized the City to issue revenue bonds for private sector as well as municipal projects.

⁵⁸ San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions*, September 2004.

IMPACTS

The proposed project could result in impacts to air quality at the state, regional and local levels. The potential impacts are analyzed in this chapter first at the regional level (based on BAAQMD standards for air quality), and then at the state and local levels (based on GHG reduction goals).

Significance Criteria

BAAQMD Air Quality Standards

A project would have a significant effect on the environment with respect to air quality if it would:

- violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or
- expose sensitive receptors to substantial pollutant concentrations.

The BAAQMD recommends evaluating projects using the following significance thresholds:⁵⁹ (1) the project impact would be considered significant if the project would cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gas (ROG), NO_x, or PM₁₀, or caused CO concentrations to exceed the ambient standards or more than 550 pounds per day of emissions; (2) the project would expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants, resulting in the probability of contracting cancer for the Maximally Exposed Individual (MEI) in excess of 10 in one million; and (3) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts would exceed these standards. If project air quality impacts would not exceed the BAAQMD thresholds, the project could still contribute to significant cumulative air quality impacts if the project is found to be inconsistent with the local general plan, which is part of the basis for regional air quality attainment plans.

As previously noted, the analysis in this EIR is concerned with determining whether or not the project would expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants (Significance Criterion 2, above). As analyzed and concluded in the Initial Study, the project would not cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gasses (ROG), NO_x, or PM₁₀, or cause CO concentrations to exceed the ambient standards or more than 550 pounds per day of emissions. Therefore, it would not have a significant contribution to cumulative regional air quality effects.

Greenhouse Gas Emissions

A project would also have a significant impact on air quality if it were in direct conflict with the State of California goal of reducing GHG emissions to 1990 levels by the year 2020, and inconsistent with City and County of San Francisco actions toward GHG reduction.

⁵⁹ BAAQMD, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, 1999.

Methodology

BAAQMD Air Quality Standards

In order to determine whether data from the nearest BAAQMD monitoring station is representative of the ambient air quality that would be experienced by residents of the proposed project, Sierra Research oversaw monitoring of particulate concentrations, followed by statistical analyses of the data.⁶⁰ Monitoring of PM₁₀ and PM_{2.5} was conducted between January and April, 2006, from a station placed along the northern edge of Daggett Street, near 7th Street. This location is approximately 120 feet from the centerline of I-280. The data from the Daggett Street station were analyzed against the existing BAAQMD Arkansas Street monitoring station data as well as data from a SFPUC monitor co-located with the BAAQMD Arkansas Street station.⁶¹

Greenhouse Gas Emissions

Sources of GHG emissions include traffic increases (mobile sources) and residential and commercial building heating (area sources) as well as electricity generation (indirect sources). To date, there is no adopted methodology for calculating GHG emissions and there is no single model that can estimate GHG emissions associated with a development project. Therefore, GHG emissions were estimated using various pertinent procedures presented in the following models and reports:⁶²

- URBEMIS 2007, Version 9.2.0
- California Climate Action Registry (CCAR), General Reporting Protocol (Version 2.2, March 2007)
- South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, Appendix 9 (1993)
- California Air Resources Board (California ARB), Proposed Methodology to Model Carbon Dioxide Emissions and Estimate Fuel Economy.

The URBEMIS model does not estimate N₂O and CH₄ emissions, which were included in the analysis of GHG emissions (also referred to as CO₂-equivalents) for the EN DEIR. For this reason, a second estimate of emissions was calculated based on the approach used for the EN DEIR, which incorporated California ARB and CCAR methodologies. Similarly, URBEMIS model estimates do not account for indirect sources of GHG emissions caused by electricity use. Secondary GHG emission estimates, calculated using SCAQMD methodologies were therefore added to URBEMIS calculations. Thus, GHG emissions for the

⁶⁰ Summarized in a memorandum from Gary Rubenstein, Sierra Research, to Michael Burke, Ellman Burke Hoffman & Johnson, re: "Final Report Summarizing Results of Cherokee Mission Bay Particulate Monitoring Program," dated July 10, 2006. This memorandum is available on file at the Planning Department, Case No. 2003.0029E.

⁶¹ San Francisco Department of Public Health (SFPDPH) used a line source dispersion model to measure PM_{2.5} concentration at project area sensitive receptors. Model emissions were attributable to I-280 and 16th Street traffic and resulted in exposures that were consistent with the monitoring data collected by Sierra Research. See SFPDPH, *Memorandum to Planning Department*, October 19, 2007.

⁶² Orion Environmental Associates, Memorandum to EDAAW: 1000 16th Street (Daggett) Project – Calculation of Greenhouse Gas Emissions/CO₂-Equivalents, September 17, 2007.

proposed project are presented in this report as a range, which allows for reliance on the URBEMIS methodology as well as consistency with the scope of the GHG analysis contained in the EN DEIR.

Project Effects

Ambient Air Quality

The air monitoring overseen by Sierra Research in 2006 indicated that the average and maximum PM₁₀ and PM_{2.5} concentrations were higher at the Daggett Street monitoring station than at either of the Arkansas Street monitoring stations (see **Table 8**). However, while the Daggett Street location experienced higher short-term maximum PM₁₀ and PM_{2.5} concentrations than those monitored concurrently at the BAAQMD's Arkansas Street station, these individual concentrations remain well below the health-based state and federal ambient air quality standards as shown in **Table 8**.

Because the BAAQMD Arkansas Street station is not directly impacted by highway traffic, it may be more representative of the ambient PM_{2.5} concentrations for the Showplace Square/Potrero Hill area, rather than levels at the project site. Further, it should be noted that the fact that PM_{2.5} levels measured in San Francisco are below State Ambient Air Quality Standards does not mean that levels at the site are optimal or protective for public health; there is no scientifically known "no-effects" threshold for PM_{2.5}.⁶³

Table 8 Summary of Particulate Monitoring Results					
Parameter ^a	Monitor Location			Ambient Air Quality Standards ^b	
	Arkansas Street (BAAQMD)	Arkansas Street (SFPUC)	Daggett Street	National	California
PM ₁₀ (µg/m ³)					
Average	13.7	11.8	13.6	50	20
Maximum	27.6	25.5	36.0	150	50
PM _{2.5} (µg/m ³)					
Average	5.2	5.5	5.8	15	12
Maximum	12.8	11.8	13.0	35 ^c	No standard

Source: Sierra Research, 2006

Notes:

- a. Averages and maximum values include only samples for which valid data from all monitors was available. Of 12 samples, one PM₁₀ sample at the Daggett Street monitoring station was invalid. Two PM_{2.5} samples at the Daggett Street monitoring station were invalid, and there were an additional two samples for which there were no data. There were also no data for one PM_{2.5} sample at the BAAQMD Arkansas Street monitoring station.
- b. Averages of all readings taken during the monitoring period (January – April, 2006) are compared with annual average standards. Since the monitoring program was designed to take place during the period when the highest ambient concentrations were expected, these averages provide a conservatively high estimate of a true annual average value that would be obtained over a full year of monitoring.
- c. The National standard for maximum concentration of PM_{2.5} over a 24-hour period has been updated in this table to reflect current standards. At the time that the Sierra Research study was conducted, the National standard for maximum concentration of PM_{2.5} over a 24-hour period was 65 µg/m³.

⁶³ SFDPH, Occupational and Environmental Health, *Memorandum to Planning Department*, October 19, 2007. This report is available for review by appointment as part of the project file at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor.

Local Air Emissions Impacts

As noted in the EN DEIR Air Quality chapter setting, and earlier in this chapter, diesel particulate matter (DPM) is a toxic air contaminant and the ARB recommends that proximity to sources of DPM emissions be considered in the siting of new development. Among other things, ARB advises that new sensitive land uses (e.g., residences, schools, daycare centers, playgrounds, or medical facilities) not be located within 500 feet of a freeway or urban roads carrying 100,000 vehicles per day, or within 1,000 feet of a distribution center (warehouse) that accommodates more than 100 trucks or more than 40 refrigerator trucks per day.

The project would locate its easternmost residents, who would be sensitive receptors, as close as approximately 120 feet from the centerline of I-280. The majority of the residents in the project would have more separation from the elevated freeway. The proposed Daggett ROW park would be entirely located within 500 feet of the centerline of I-280, with the closest portions of the area approximately 120 horizontal feet from the centerline (without considering the additional distance from the ground-level park to the elevated freeway). In 2005, the average annual daily traffic volume on the segment of I-280 that passes through the Showplace Square/Potrero Hill-Mission Bay neighborhood consisted of approximately 99,000 vehicular trips, approximately 2,475 of which would be by heavy trucks.⁶⁴ Taking into account existing traffic volumes on surface streets surrounding the project site (see **Table 5** in Chapter III.C, Transportation), total daily traffic volumes from all roadways within 500 feet of this location exceed 100,000 vehicles.

As discussed in the EN DEIR, modeling of PM_{2.5} emissions (which include DPM) would be used to determine the health risk for projects that are within the identified proximity to such high-traffic roadways. Where the incremental concentration (from roadway sources only) of PM_{2.5} exceeds 0.2 micrograms per cubic meter (annual average) at a particular location, the placement of residential units at that location would result in a significant impact of a residential project proposed at that location. This impact would be mitigated to a less-than-significant level by EN Mitigation Measure G-2, which holds that such a project shall, as part of its CEQA review, include an analysis of PM_{2.5} and shall, if warranted based on the results, incorporate upgraded ventilation systems to minimize exposure of future residents to PM_{2.5} (including DPM) and other pollutant emissions, as well as odors. The analysis shall employ either site-specific modeling of PM_{2.5} concentrations or other acceptable methodology to determine whether the annual average concentration of PM_{2.5} from the roadway sources within 500 feet would exceed the standard of 0.2 micrograms per cubic meter that has been shown to result in an increase of approximately 0.3 percent in non-injury mortality.

Assuming certification of the EN DEIR, the proposed project would be subject to EN Mitigation Measure G-2, along with all similarly located projects in the Eastern Neighborhoods area. The proposed project would be in compliance with EN Mitigation Measure G-2 in that emissions at the project site have been modeled by SFDPH and Sierra Research. Emissions modeled by SFDPH were attributable to the I-280 and 16th Street traffic, resulting in an annual PM_{2.5} exposure average of 0.14 micrograms per cubic meter, which would be below the standard of 0.2 micrograms per cubic meter described in the EN DEIR. However,

⁶⁴ California Department of Transportation, *Traffic and Vehicle Data Systems Unit, 2005 All Traffic Volumes on California State Highway System*, Available on the Internet at <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2005all.htm>. Reviewed for this report on February 8, 2007. Average Annual Daily Traffic (AADT) for Potrero Hill was calculated by taking the average of back and ahead AADT calculated from Mariposa Street, near I-280. Heavy truck volume is assumed to be 2.5 percent of total volume.

SFDPH modeling data also resulted in a PM_{2.5} exposure level of 0.57 micrograms per cubic meter during the worst case meteorological and traffic conditions.⁶⁵ Data collected by Sierra Research from monitoring stations (see **Table 8**, above) are average daily exposure levels, which are well above the annual threshold of 0.2 micrograms per cubic meter, and emissions from the Daggett Street monitor location were 0.6 micrograms per cubic meter above the background emissions levels collected at the BAAQMD monitoring station at Arkansas Street. Emissions levels collected by Sierra Research were collected during the season in which PM levels are typically high, and do not address annual averages, which would be expected to be much lower.

The project site is below the annual average threshold for PM_{2.5} micrograms per cubic meter. However, due to the range of average daily exposure levels and the proximity of the project site to I-280, the project sponsor agrees to implement **Improvement Measure D-1**, which would ensure further compliance with EN Mitigation Measure G-2 by installing a filtered air system in all residential units that face and are oriented toward 7th Street. As described in EN Mitigation Measure G-2, the filtered air supply system would maintain these units along 7th Street under positive pressure when windows are closed. With implementation of **Improvement Measure D-1**, it would further reduce less-than-significant local air emissions effects.

Sensitive Receptors

As detailed earlier in this chapter, particulate matter concentrations at the project site are well below health-based state and federal standards. In addition, it should be noted that the dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risk estimated for a maximally exposed individual is higher if a fixed exposure occurs over a longer period of time. According to the State's Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.⁶⁶

Greenhouse Gas Emissions

Implementation of the proposed project would contribute to long-term increases in GHGs resulting from traffic increases (mobile sources) and residential and commercial building heating (area sources), as well as indirectly, through electricity generation. A calculation of emissions associated with the proposed project estimated that the direct project emissions of CO₂-equivalents from mobile sources would range from approximately 46,000 to approximately 48,000 pounds per day, while emissions from area sources would range from approximately 4,300 to approximately 6,900 pounds per day.⁶⁷ Emissions from indirect sources

⁶⁵ SFDPH, Occupational and Environmental Health, *Memorandum to Planning Department*, October 19, 2007.

⁶⁶ Salinas, Julio. Staff Toxicologist. Office of Health Hazard Assessment, Sacramento, CA. August 3, 2004 telephone conversation with Kurt Legleiter of EDAW regarding exposure period for determining health risk.

⁶⁷ Orion Environmental Associates, *Memorandum to EDAW: 1000 16th Street (Daggett) Project – Calculation of Greenhouse Gas Emissions/CO₂-Equivalents*, September 17, 2007.

would range from approximately 6,200 to approximately 8,900 pounds per day. The total estimated emissions for the proposed project would be approximately 58,600 to 61,400 pounds per day, which would represent 0.010% to 0.013% of total GHG emissions estimated for the entire Bay Area and 0.85% to 1.12% of maximum GHG emissions estimated for the entire Eastern Neighborhoods project under year 2025 conditions.

As was concluded in the EN DEIR, the proposed project's incremental increases in GHG emissions associated with traffic increases, residential and commercial space heating, and increased energy demand would contribute to regional and global increases in GHG emissions and associated climate change effects. Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual development project, such as the proposed project, could generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions. Further, the project is proposed in an urban area, with nearby transit access (routes for the light rail "T" line located along 3rd Street, and Muni lines 22-Fillmore and 10-Townsend) and located along 16th Street, a thoroughfare that has been identified in rezoning studies as an emerging transit corridor over time, with the possibility that it could serve as one of the City's possible Bus Rapid Transit Corridors (see Chapter II.B: Project Setting). In addition, the 22-Fillmore is proposed to extend along 16th Street to 3rd Street by 2012.

Given the project's location and proximity to multiple modes of transportation, it is reasonable to state that its transportation-related GHG emissions would tend to be lower than they would be were a project of similar proportions to be located elsewhere in the greater Bay Area, where transit service is generally less available than in an urban setting in San Francisco. The project would create a relatively higher density, mixed-use development within a neighborhood that already includes mixed-use, residential development; thus, as with the larger scale proposal for the entire Eastern Neighborhoods, the proposed project would be expected to generate more walking and other non-vehicular trips than if it were proposed to be located in a lower-density, single use neighborhood, either in San Francisco or other Bay Area cities, particularly in those with a more sprawling urban form where dependence on vehicle trips is typically higher. As new construction, the proposed project would also be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future demand as well as reduce the project's contribution to cumulative regional GHG emissions. The entire Eastern Neighborhoods Rezoning and Area Plans project would be required to meet pertinent City ordinances such as the Residential Energy Conservation Ordinance, and emissions reduction actions included in the San Francisco Climate Action Plan, which would help to further reduce future energy demand, as well as reduce the project's contribution to regional GHG emissions. For these reasons, project effects on GHG emissions would be less than significant.

E. NOISE

Analysis included in the Initial Study determined that there would be no significant effect on noise levels as the result of the proposed project (see Appendix A). However, the EN DEIR identifies potential noise compatibility effects that could relate specifically to the proposed project, given its proximity to Interstate 280 (I-280) and the Caltrain rail tracks. Therefore, the issue of noise is briefly revisited in this EIR.

The project’s Initial Study addressed potential impacts related to noise and concluded that none of the following aspects related to noise impacts warranted analysis in the EIR:

- **Construction noise.** Construction noise impacts were determined to be temporary and intermittent in nature and limited to the period of construction. Because project construction would comply with the San Francisco Noise Ordinance, it was determined that construction noise would not be significant.
- **Project-related traffic noise.** Because the project would not cause traffic levels to double in the area – which is generally required in order to create a noticeable change in traffic-related noise levels – noise from project-related traffic was not expected to be significant.
- **Building equipment noise.** Compliance with the San Francisco Noise Ordinance (Article 29, Section 2909, of the San Francisco Police Code) would minimize noise from building operations, which would therefore not be significant.
- **Interior noise levels.** Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects, with the specific requirement that residential structures (other than detached single-family dwellings) 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. With incorporation of noise insulation and compliance with the Title 24 standard, which is consistent with the City of San Francisco’s Environmental Protection Element policies for indoor use, the existing noise environment would not substantially affect occupant use. Therefore, it was determined that interior noise effects would not be significant.

The Initial Study included **Recommended Improvement Measure 1 – Interior Noise Levels**, which is included in this EIR (Chapter IV.B). This measure recommends exterior walls of a double-stud construction and windows of STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the Caltrain train tracks. This would require two windows with an air space on the order of six to eight inches between the panes. An alternative to this improvement measure would be to have an interior corridor in the buildings along 7th Street and eliminate residential windows on that facade.

- **Groundborne vibration.** Caltrain operation near the project qualifies as “frequent” train activity based on Federal Transportation Authority (FTA) guidelines for assessing the

impacts of vibration on residential projects. At the proposed building setback along 7th Street, Salter Associates measured vibration velocity levels of 46 to 52 dB⁶⁸ from Caltrain activity.⁶⁹ These levels are well below the FTA threshold of 72 dB for frequent events and, therefore, would not create a significant vibration impact. Therefore, groundborne vibration effects would not be significant.

In its analysis of the noise compatibility of future development, the EN DEIR identified the portions of Showplace Square/Potrero Hill along I-280 as having noise levels above 70 dBA (Ldn)^{70,71} and the streets north of 16th Street as having noise levels between 65 and 70 dBA (Ldn) at 100 feet from the centerline of the street. Adjacent to the freeways, noise levels could approach 80 dBA (Ldn) in some locations, based on noise measurements collected at other freeway locations.

The San Francisco General Plan noise guidelines indicate that any new residential construction or development in areas with noise levels above 60 dBA (Ldn) should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA (Ldn), new residential construction or development is generally discouraged, but if it does proceed, a detailed analysis of noise reduction requirements must be done and needed noise insulation features included in the design. Therefore, a detailed analysis of noise reduction requirements should be completed for all future residential and hotel uses proposed in areas subject to noise levels above 60 dBA (Ldn). Since noise measurements indicate noise levels exceed 60 dBA (Ldn) along almost all streets in the Eastern Neighborhoods and in areas where most new residential development is expected to occur with implementation of the proposed rezoning, noise impacts would be potentially significant and a detailed noise analysis would be required for residential development proposed in the project area to reduce these impacts to a less-than-significant level. Under these terms, the proposed would require a detailed noise analysis.

However, because most new residential development that would be allowed within the Eastern Neighborhoods by the proposed rezoning would be attached, multi-family residential units, most new residential development in the Eastern Neighborhoods, including the proposed project at 1000 16th Street, would be subject to Title 24 Noise Insulation requirements. This state regulation requires meeting an interior standard of 45 dBA (Ldn) in any habitable room and, where such units are proposed in areas subject to noise levels greater than 60 dBA (Ldn), demonstrating how dwelling units have been designed to meet this interior standard. The Department of Building Inspection would review final building plans to ensure that the

⁶⁸ Decibels (**dB**) are logarithmic units used to express sound pressure levels. The sound pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold, according to the 1998 Caltrans Technical Noise Supplement.

⁶⁹ Charles M. Salter Associates, Inc., letter to Dan Deibel, Urban Housing Group, October 29, 2003. This letter is on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and is available for public review by appointment as part of the project file.

⁷⁰ **dBA** refers to decibels (dB) on the A-weighted scale, a specific frequency-dependent rating scale devised to relate noise to human sensitivity. While not equal, dBA and dB are considered comparable measures of noise; while the San Francisco General Plan and the Salter letters use dBA and dB respectively, the difference in degree of refinement does not alter the significance of any impact nor does it result in the requirement of any mitigation measures that might not otherwise be necessary.

⁷¹ **Ldn** is the day-night noise level, and refers to the 24-hour average noise level with a 10 dBA “penalty” for the noise-sensitive hours between 10:00 p.m. and 6:00 a.m. The Ldn attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

building's walls, floors and ceiling assemblies meet state standards regarding sound transmission. Therefore, the project's compliance with the state noise standards would ensure consistency with the General Plan noise standards, and impacts to interior noise levels would be less than significant.

Under the proposed EN rezoning, the proposed project would be located within an Urban Mixed-Use (UMU) district, which is intended to serve as a transitional buffer zone between unlike uses (e.g., industrial and residential uses). As such, both residential and PDR uses, as well as other retail and commercial uses, would be permitted within the district. The proposed project includes PDR, residential, and commercial uses. PDR uses can generate operational noise, the sources of which can typically include loading/unloading activities, delivery trucks, parking cars, garbage trucks, and use of refuse bins. Stationary sources of noise from such uses can include refrigeration, air conditioning, and heating units. Depending on the type of commercial or employment activities, noise generated during the evening or nighttime hours can result in noise conflicts between residential and commercial uses.

These uses sometimes generate high short-term (or long-term) noise levels that could prove disruptive to occupants of new residential development that would be permitted as a result of the proposed rezoning, particularly where existing industrial or heavy commercial use districts are rezoned to Mixed-Use Residential (MUR) or UMU districts, as would be the case for the proposed project. According to data collected by the SFDPH and analysis in the EN DEIR, residential development in proximity to existing noisy uses could result in health effects associated with exposure to chronic high levels of environmental noise and with exposure to short-term incidences in noise occurring during the typical hours of sleep, including sleep disturbance, annoyance, impaired speech comprehension, and possible changes in cognitive function. Moreover, the interior noise protections required by Title 24 would not protect the entire population from the health effects (e.g. sleep disturbance) of short-term exceedances of ambient noise levels, because Title 24 standards are based on 24-hour noise levels and short-term noise sources often have little effect on these day-night average noise levels. These short-term exceedances of ambient noise levels would result in a potentially significant effect on nearby sensitive receptors, if present in proximity to the noise sources.

The proposed project would be required to implement **EN Mitigation Measures F-4 and F-5**. Implementation of **EN Mitigation Measure F-4** would reduce such potential conflicts between existing noise-generating uses and new sensitive receptors by requiring evaluation of the noise environment around any site where a noise-sensitive use is proposed, in advance of the first approval of such use. Likewise, implementation of **EN Mitigation Measure F-5** would reduce potential conflicts between new noise-generating uses and existing noise-sensitive uses. Together, these measures would reduce noise impacts of potentially incompatible uses to less-than-significant levels.

Depending on the type and design of residential development proposed, outdoor areas associated with residential uses could also be exposed to noise levels above 60 dBA (Ldn). Very often, residential developments provide a roof deck or an interior courtyard that provides a noise protected location for exterior recreation. Where such features are included, balconies associated with each residential unit are considered an architectural feature, not an outdoor recreational area that must comply with the San Francisco

Land Use Compatibility Guidelines for Community Noise. However, these exterior features could be subject to potentially significant noise impacts if located in particularly noisy locations.

The proposed project at 1000 16th Street would include balconies and private and common open space in three podium-level courtyards and a podium level pedestrian street. A privately owned but publicly accessible open space would also be provided at the terminus of Connecticut Street, between Hubbell and 16th Streets. Most substantially, and subject to the approval of the City and the Port of San Francisco, the Daggett ROW could include publicly accessible open space alongside the public street, proposed to be called “Daggett Place Park.” Both the Daggett ROW and the open space would extend from 16th Street to 7th Street.

An environmental noise analysis, intended to measure future outdoor noise on the project site, indicated a current DNL⁷² of 73 to 74 dB at the center of the location for the proposed Daggett Place Park.⁷³ Conservatively taking into account the future traffic growth of one decibel⁷⁴ and the shielding provided by the proposed buildings, it was estimated that the DNL at the center of the park upon completion of the proposed project would be 68 to 70 dB, roughly 5 dBA less than existing conditions. A noise level range of DNL 68 to 70 dBA at playgrounds and parks would, according to the General Plan, include two separate assessments: “Satisfactory, with no special noise insulation requirements;” and “...a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.”

Because the projected noise levels at the exterior spaces could extend into a potentially unsatisfactory level as described above, the proposed project at 1000 16th Street would be required to implement **EN DEIR Mitigation Measure F-6**, which would minimize effects on development in noisy areas by actions that could include, among other things, site design to shield open spaces from noise sources and construction of noise barriers. Implementation of **EN DEIR Mitigation Measure F-6** would specifically reduce, to the extent feasible, noise impacts associated with open space areas of residential units and other noise-sensitive uses and would therefore reduce potential impacts on exterior residential features to a less-than-significant level.

In summary, compliance with Title 24 requirements and implementation of **EN DEIR Mitigation Measures F-4, F-5, and F-6** would reduce potentially significant noise-related impacts of the proposed project to less-than-significant levels.

⁷² Day-Night Average Sound Level (DNL) is a descriptor established by the U.S. Environmental Protection Agency to represent a 24-hour average noise level with a penalty applied to noise occurring during the nighttime hours (10 p.m. - 7 a.m.) to account for the increased sensitivity of people during sleeping hours. DNL is used interchangeably with Ldn in this report. The difference in use is based on the material from which the information presented here is sourced.

⁷³ Charles M. Salter Associates, Inc., Letter to Daniel Murphy, Urban Green DevCo, May 24, 2006. This letter is on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and is available for public review by appointment as part of the project file.

⁷⁴ A one-decibel increase in the noise level corresponds to an assumed 25 percent increase in the traffic volume. While traffic volume on the streets surrounding the proposed project would not increase by 25 percent at the time of project completion, cumulative conditions projected for the year 2025 would see an overall increase in the project area of more than 25 percent (see Chapter III.C Transportation, Table 5).

F. HAZARDOUS MATERIALS

SETTING

This chapter focuses on hazardous materials issues identified at the 1000 16th Street project site.⁷⁵ Hazardous materials are substances with certain chemical or physical properties that may pose a present or future hazard to human health or the environment when improperly handled, stored, transported, disposed or otherwise managed. The project site, which for purposes of this analysis includes the Daggett Street ROW, contains potential sources of hazardous materials associated with fill materials, former on-site industrial activities, and possible on-site migration from off-site contaminant sources.

These issues were evaluated for various portions of the project site by Golder Associates in a Soil and Groundwater Investigation,⁷⁶ a Phase I Environmental Site Assessment,⁷⁷ and a Preliminary Phase II Environmental Site Assessment.⁷⁸ In addition, a Hazardous Materials Survey Report⁷⁹ and an Asbestos-Containing Material Survey⁸⁰ were conducted for the subsequently removed structures on the site. Data collected from the various historical investigations of the site were first comprehensively summarized in the Focused Site Investigation and Proposed Site Mitigation Plan.⁸¹ The status of site contamination and remediation efforts was subsequently updated by IRG Assumptions, LLC⁸² and Geomatrix (as detailed below). This chapter also discusses remediation studies and activities and the approved Site Mitigation Plan, which is referenced throughout the Impacts section of this chapter but described in detail in Chapter IV: Mitigation and Improvement Measures.

Regulatory Framework

Hazardous materials are defined in a number of ways. Under California law, a hazardous material is defined as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released." Hazardous materials include, but are not limited to, "...hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment (Cal. Health & Safety Code §25501(o))."

Under federal and California law, a hazardous material is a "waste" when it is discarded (Cal. Health & Safety Code §25124). Discarded materials include those which: (1) are relinquished (i.e., disposed of, burned or

⁷⁵ All studies referenced in this chapter are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file.

⁷⁶ Golder Associates. *Soil and Groundwater Investigation, Glidden Company, 1300 7th Street, San Francisco, CA*, September 9, 1996.

⁷⁷ Golder Associates. *Phase I Environmental Site Assessment for the Glidden Paint Company Property at 1000 16th Street*, San Francisco, CA, December, 1992.

⁷⁸ Golder Associates. *Preliminary Phase II Environmental Site Assessment for 1000 16th Street, San Francisco*, August, 1998.

⁷⁹ Locus Technologies. *Hazardous Materials Survey Report, ICI Paints (for removed structures), San Francisco, CA*. September 7, 1999.

⁸⁰ Penn Environmental, *Asbestos Containing Material Survey (for removed structures)*. September 27, 1993.

⁸¹ URS, *Focused Site Investigation and Proposed Site Mitigation Plan, Former Glidden Paint Manufacturing Facility, 1000 16th Street & 1300 7th Street, San Francisco, CA*, June 2001.

⁸² IRG Assumptions, LLC (Neil L. Ziemba, P.E.), *Description of current environmental status at 1000 16th Street and 1300 7th Street*, February 13, 2003.

incinerated, or accumulated, stored, or treated before being relinquished); (2) are recycled; (3) pose a threat to public health or the environment (and are inadequately or improperly labeled, or packaged in a damaged or deteriorating container); or (4) are considered inherently waste-like according to regulations adopted by the Department of Toxic Substances Control. Discarded materials are considered hazardous waste if the material exhibits the characteristics of a hazardous waste, or is listed as a hazardous waste and has not otherwise been excluded (Title 22, California Code of Regulations §66261.3).

Federal

The U.S. Environmental Protection Agency (U.S. EPA) is the lead agency responsible for enforcing federal regulations that affect public health or the environment. The primary federal laws and regulations include the Resource Conservation and Recovery Act of 1976 (RCRA) and the Hazardous and Solid Waste Amendments enacted in 1984; the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA); and the Superfund Act and Reauthorization Act of 1986 (SARA). Federal statutes pertaining to hazardous materials and wastes are contained in the Code of Federal Regulations (CFR), Title 40.

State

California hazardous materials laws incorporate federal standards, but are often stricter than federal laws. The primary state laws include the *California Hazardous Waste Control Law* (HWCL), the State equivalent of RCRA, and the *California Hazardous Substance Account Act*, the State equivalent of CERCLA. State hazardous materials and waste laws are contained in the *California Code of Regulations* (CCR) Titles 22 and 26. State underground storage tank laws and regulations are contained in the CCR Title 23.

The California Department of Toxic Substances Control (DTSC) enforces hazardous materials and waste regulations in California, in conjunction with the U.S. EPA. The DTSC is responsible for regulating the management of hazardous substances including the remediation of sites contaminated by hazardous substances. The San Francisco Bay Regional Water Quality Control Board (RWQCB) is authorized by the State Water Resources Control Board (SWRCB) to enforce provisions of *the Porter - Cologne Water Quality Control Act* of 1969 in the San Francisco area. The Bay Area Air Quality Management District (BAAQMD) may also impose specific requirements on remediation and other activities to protect ambient air quality from dust or other airborne contaminants.

Underground Storage Tanks

State laws also regulate underground storage tanks (USTs) containing hazardous substances. These laws are primarily found in the Health and Safety Code, and, combined with CCR Title 23, comprise the requirements of the State UST program. The laws contain requirements for UST permitting, construction, installation, leak detection monitoring, repairs and corrective actions and closures. In accordance with state laws, the San Francisco Department of Public Health (SFDPH) implements UST regulations in the City and County of San Francisco.

Local Ordinances

Three local ordinances meet or exceed State and federal requirements for site investigations and the storage of hazardous substances. These include San Francisco Public Works Code, Article 20, Section 1000 *et seq.* (the “Maher Ordinance”); San Francisco Municipal Code, Article 21 (the Hazardous Materials Ordinance); and San Francisco Municipal Code, Article 22 (the Hazardous Waste Ordinance). The relevant portions of Articles 20 and 22A (which effectively implement the Maher Ordinance) come into play at the time of application for Building Permit(s).

Maher Ordinance

The 1986 Maher Ordinance as amended requires an investigation of hazardous materials in soil at certain construction sites as a prerequisite for any building permit. The Maher Ordinance Area encompasses the area of the city bayward of a historic, pre-1906 earthquake high tide line. This area is largely the part of San Francisco created by landfill where past industrial land uses and debris fill associated with the 1906 earthquake and Bay reclamation often left hazardous residue in local soils and groundwater. The proposed project site is within the Maher Ordinance Area.

The Maher Ordinance requires that, if more than 50 cubic yards of soil are to be disturbed and the project is on fill, or is at a location designated for investigation by the director of SFDPH, applicants for building permits must, among other things, prepare a site history and analyze the site’s soil for hazardous materials. The project site is subject to the Maher Ordinance because an excess of 50 cubic yards of soils would be disturbed for construction and it is bayward of the historic, pre-1906 earthquake high tide line. Because soil sampling conducted on the lot indicated that hazardous materials are present in the soil, site mitigation (remediation) would be required and a Site Mitigation Plan has been developed and approved by the SFDPH.

Hazardous Materials Ordinance

The Hazardous Materials Ordinance provides for safe handling of hazardous materials in the City. Any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified thresholds and for specified periods, is required by Municipal Code Article 21 to register the hazardous materials with SFDPH and prepare and implement certain plans and reporting procedures.

Hazardous Waste Ordinance

The Hazardous Waste Ordinance provides for safe handling of hazardous wastes in the City. The ordinance incorporates the state requirements for hazardous waste described in Section 6.5 (Hazardous Waste Management) of the California Health and Safety Code as well as the accompanying regulations found in CCR Title 22.

Surrounding Properties

Despite the proximity of the live/work buildings, a park, and the mix of uses at Mission Bay South (including the University of California at San Francisco (UCSF) campus), parcels in the project site's immediate surroundings to the north, south and west are predominantly light industrial. A two-story food equipment supplies retail space/warehouse and its parking lot are situated immediately north of the site across Hubbell Street, alongside an electrical supplies distributor, a parking yard owned by SBC, and a cafe. Interstate 280 and the Caltrain tracks parallel the east side of 7th Street across from the project site. Mostly light industrial and live/work uses are immediately to the south along 16th Street, and live/work uses are located directly across 16th Street from the project site.

The project area has historically housed many industrial facilities. A data-base search of a one-mile radius surrounding the project site indicates the presence of numerous sites where hazardous materials and wastes are or have been stored, used, or contaminated the soil or groundwater.⁸³ Within 1/8 mile of the site, these include three hazardous waste storage, disposal, or treatment facilities, six sites with groundwater contamination, seven sites with leaking underground storage tanks, one active or inactive underground storage tank site, and two historic underground storage tank sites. Additionally, 12 facilities generating large quantities of hazardous wastes exist within 1/8 mile of the project site.⁸⁴

Historical Uses

The project site and nearby areas were primarily marshland prior to development in the early 1900s. Review of available Sanborn maps indicates that in 1899 the site was undeveloped and bounded on its south side by marshland. The property northwest of the site, appears to have been developed by 1899 and was occupied by Standard Oil Company facilities including oil storage tanks, lube oil, refined oil, and tar warehouses. Portions of the site vicinity were initially filled at the turn of the century using rock excavated from Potrero Hill. After the 1906 earthquake and fire, large amounts of debris from rubble and demolition were transported to Mission Bay (the site vicinity) and used to fill remaining unreclaimed areas.⁸⁵ Because placement of the fill occurred rapidly after the earthquake and fire of 1906, no documentation was kept with the content of the rubble, and it may have contained hazardous materials.

⁸³ Environmental Data Resources, Inc., *Environmental Records Search Report and Radius Check Map*, April 4, 2002. The data-base search was of federal and state resources. Federal ASTM (American Society for Testing and Materials) standard databases included: National Priority List; Proposed National Priority List Sites; Comprehensive Environmental Response, Compensation, and Liability Information System; CERCLIS No Further Remedial Action Planned; Resource Conservation and Recovery Information System; and Emergency Response Notification System. State ASTM Standard databases included: Annual Workplan Sites; Toxic Pits Cleanup Act Sites; Waste Management Unit Database; and Bond Expenditure Plan; Federal ASTM supplemental databases included: Superfund (CERCLA) Consent Decrees; Records of Decision; National Priority List Deletions; Hazardous Materials Information Reporting System; Material Licensing Tracking System; Mines Master Index File; Federal Superfund Liens; PCB Activity Database System; PCRA Administrative Action Tracking System; and Toxic Chemical Release Inventory System. State or Local ASTM Supplemental databases included: Aboveground Petroleum Storage Tank Facilities; Cleaner Facilities; Waste Discharge System; and List of Deed Restrictions.

⁸⁴ Environmental Data Resources, Inc., 2002.

⁸⁵ Golder Associates, *Preliminary Phase II Environmental Site Assessment for 1000 16th Street, San Francisco, CA*. August, 1998.

The 1913 Sanborn maps indicate the presence of vacant buildings formerly used by an iron works, as well as two rail spurs on the project site.⁸⁶ Those maps also show a restaurant and saloon at the corner of Daggett and 7th Streets.⁸⁷

The Glidden Paint Company began operations on the site in the early 1920s. The site was the location of Glidden's main San Francisco manufacturing and shipping operations. The 1949 Sanborn map indicates that the portion of the site south of Daggett Street contained a lacquer plant, paint facility, warehouses, offices, shipping, and storage tanks. The 1974 and 1990 Sanborn maps also indicate a wide array of paint manufacturing, storage, and shipping facilities on the site. The maps indicate that between 1974 and 1990 the adjoining property was transferred from the Standard Oil Company to the Pacific Telephone Company.⁸⁸ In 1949, the portion of the site north of Daggett Street was occupied by a large transfer storage facility and an auto repair shop, and in the 1990s that site was leased by Glidden to a trucking company.⁸⁹ All operations on the site ceased in 1996, and the buildings on the site were subsequently removed in 1999.

Subsurface Conditions

Numerous borings to determine subsurface conditions on the site were conducted as part of the Soil and Groundwater Investigation (in September 1996), Phase I Environmental Site Assessment (in December 1992) and Preliminary Phase II Environmental Site Assessment (in August 1998), all of which were prepared by Golder Associates. The following discussion summarizes the findings of these subsurface studies.

The project site is within an area on Quaternary (the most recent geological epoch) surficial deposits along the north side of a bedrock outcrop known as Potrero Hill. The site is underlain by artificial fill and native soil composed of very cohesive, highly plastic clay commonly referred to as Bay Mud. The fill is comprised of bricks, serpentinite rock (which contains asbestos), and miscellaneous construction/demolition debris. Site borings indicate that the fill ranges from about 11 feet to over 20 feet deep in various areas of the site. Bay Muds were encountered at 13 and 16 feet depths in two of the 32 borings.⁹⁰

Groundwater was encountered at the site in the Phase I and Phase II Environmental Assessments at about 7.5 to 9.0 feet below the surface. Other on-site borings found groundwater at three to nine feet below the surface.⁹¹ Groundwater in San Francisco is not used or designated as a drinking water source. The likely presence of high dissolved solids, coliform bacteria, and low/limited yield of the shallow water-bearing sediments likely precluded its use as a drinking or industrial process water source. In addition, because of the

⁸⁶ Ibid.

⁸⁷ Golder Associates, *Soil and Groundwater Investigation, Glidden Company, 1300 7th Street, San Francisco, C.A.* September 9, 1996.

⁸⁸ Golder Associates, 1998

⁸⁹ Golder Associates, 1996

⁹⁰ Golder Associates, 1998, 1996

⁹¹ Treadwell and Rollo conducted two borings on the southern edge of the site in 2001, one at 51.5 feet below ground surface (bgs) and at the approximate location of a proposed residential structure, and one 81.5 feet bgs, at the approximate location of the community open space at the intersection of 16th Street and 7th Street. On 7th Street, about 50 feet northeast of the site boundary, five borings were drilled to depths of 51 and 108 feet bgs by Caltrans between 1963 and 1966. Immediately northwest of Hubbell Street, about 70 feet northwest of the site boundary, two borings were drilled to depths of 78 and 80 feet bgs by Dames & Moore in 1945.

past and current industrial uses in the site area and much of eastern San Francisco, contamination of shallow groundwater prevents its use as a potentially viable drinking water source.⁹²

No local surface water resources used for industrial or domestic uses are present within a half-mile radius of the site.⁹³

Sources of Hazardous Materials

As described above, the project site was formerly the location of a Glidden Paint factory and warehouse facility that closed in 1996. All above-ground structures were demolished and removed in 1999, with only concrete pads remaining. A number of site contamination investigations of the site indicate that soil across much of the site is contaminated by organic and inorganic substances, including arsenic, lead, petroleum hydrocarbons, ethylbenzene, xylene, and other contaminants. Based on a statistical evaluation of the distribution of contaminants, it was concluded that the soil contamination is related to both the former manufacturing operations and the quality of the historical fill material used to reclaim the land. While it is impossible to entirely distinguish between background contamination and contamination attributable to site operations⁹⁴, it is believed that most of the hydrocarbons deeper in the soils are related to offsite sources.⁹⁵ To the north across Hubbell Street, is the location of a former Standard Oil Company warehouse and supply tanks terminal that was present prior to the turn-of-the-century and pipelines that run along an easement on 16th Street to Pier 64 have likely leaked in more than one location.⁹⁶ SFDPH is aware of possible leaks in the pipelines.

Soil and Groundwater Contamination

As described under Subsurface Conditions, above, the project site is underlain by Bay Mud and fill materials possibly containing debris from the 1906 earthquake and fire. These fill materials and mud contain concentrations of various chemicals, such as petroleum hydrocarbons (TPH); volatile organic compounds (VOCs) and semivolatile organic compounds (SVOCs); lead, copper, and other metals; and polycyclic aromatic hydrocarbons (PAHs).

Soil and groundwater contamination studies conducted in the 1990s⁹⁷ for the portion of the site south of Daggett Street, where the paint factory was located, found that:

- Areas of the western portion of the site have soil contaminated with TPH, VOCs, and SVOCs.
- The most prevalent VOCs detected in the soil appear to be acetone, styrene, toluene, ethylbenzene, xylenes, methylene chloride, and methyl-ethyl ketones (MEK). The greatest

⁹² Golder Associates, 1996, 1998

⁹³ Ibid.

⁹⁴ Neil Ziemba, P.E., IRG Assumptions, LLC, phone conversation with EDAW, Inc., May 25, 2004

⁹⁵ URS Corporation, *100 Percent Design Specifications ICI Remediation Project, San Francisco, California*, June, 2001.

⁹⁶ Ibid.

⁹⁷ Golder Associates, 1998

concentrations of these chemicals were found within the areas of the former resin plant, paint warehouse, lacquer plant, and varnish storage area.

- The soil and groundwater do not appear to be contaminated by Polychlorinated Biphenyls (PCBs).
- Residential preliminary remediation goals (PRGs)⁹⁸ were exceeded for seven inorganic compounds (antimony, arsenic, copper, lead, mercury, lead, and zinc), two VOCs (ethylbenzene and xylene), and three SVOCs (benz[a]anthracene, benzo[a]pyrene, and benzo[b]fluoranthene).
- Maximum concentrations of lead, copper, mercury, and zinc exceeded their respective total threshold limit concentrations (TTLCs – State of California hazardous waste criteria based on total concentration) or ten times their respective Soluble Threshold Limit Concentrations (STLCs – State of California hazardous waste criteria based on extraction test results), which is the level at which an additional extraction test must be performed to determine if excavated material would be considered hazardous waste.
- TPH-affected groundwater appeared to extend across the portion of the site south of Daggett Street but did not appear to extend north of Daggett Street. VOC-affected groundwater appears to be primarily located near the former resin plant and lacquer plant areas near the 7th and Hubbell Street intersection. TPH- and VOC-contaminated groundwater appears to extend off-site in the same area. Based on the available data, SVOC-affected groundwater appears to be limited to the immediate area of the former oil tank farm on the northwest portion of the site.
- Maximum Contaminant Levels (MCLs – drinking water standards) are exceeded for 12 of the 13 U.S. EPA priority pollutant metals, with the exception of selenium. MCLs also are exceeded for ethylbenzene, methylene chloride, styrene, toluene, and xylenes. However, because the groundwater onsite is not suitable for drinking water, this criterion is included for comparison purposes, and not strictly applicable to the site waters.

⁹⁸ Environmental Protection Agency Region 9, *Preliminary Remediation Goals*, 2005. Available on the Internet at: <http://www.epa.gov/region09/waste/sfund/prg/>. Viewed for this report on June 27, 2005. Preliminary Remediation Goals (PRGs) are tools for evaluating and cleaning up contaminated sites. They are risk-based concentrations that are intended to assist risk assessors and others in initial screening-level evaluations of environmental measurements. PRGs should be viewed as Agency guidelines, not legally enforceable standards. They are used for site "screening" and as initial cleanup goals if applicable. PRGs are not *de facto* cleanup standards and should not be applied as such. However, they are helpful in providing long-term targets to use during the analysis of different remedial alternatives.

Onsite soil and groundwater contamination studies for the portion of the site north of Daggett Street⁹⁹ found that:

- Petroleum hydrocarbons associated with diesel and gasoline are present in the soil. Benzene was not detected in soil samples. Toluene is identified in one of 19 soil samples, and ethylbenzene and xylene are reported in two samples.
- Petroleum hydrocarbons associated with diesel and gasoline are present in the groundwater underlying the site. Benzene, toluene, ethylbenzene, and xylene are reported in groundwater samples. TPH-affected soil and groundwater is expected to be limited to fill areas due to the fine-grained texture of the underlying Bay Mud.
- A comparison of maximum concentration of chemicals found in on-site soil and groundwater with the various regulatory risk criteria and risk-based screening levels indicates that, with the exception of benzene, none of the contaminants exceed their respective MCLs. However, because the groundwater onsite is not suitable for drinking water, this criterion is included for comparison purposes, and is not strictly applicable to the site waters. With the exception of chromium and lead, metals do not exceed TTLC and risk-based PRG levels for commercial and industrial use. Chromium and lead exceed these levels.
- Screening-level analyses indicated that there is no exceedance of the 1/1,000,000 risk levels for commercial/industrial uses for indoor air, ambient air, and direct exposure routes.
- Because of the low permeability of Bay Mud underlying site fills and the relative insolubility of diesel TPHs, it is highly unlikely that deeper aquifers underlying the site will be contaminated by TPH from the former underground storage tanks on the site. TPH concentrations will decrease over time due to natural biodegradation.
- Studies concluded that “the site is a low risk petroleum release site and no further investigation or active remediation at the subject site, relative to the sources investigated, is warranted.”

More recent studies have examined the current project site in its entirety, conducting analyses on the combined lots. A due diligence sampling program in 2000¹⁰⁰ found elevated concentrations of arsenic, chromium, copper and lead, with lead having the most consistent elevated concentrations. Relatively low concentrations of TPH diesel and TPH motor oil were detected in borings, and only one SVOC (benzo[a]pyrene) was detected. No VOCs were detected in the samples analyzed.

⁹⁹ Golder Associates, 1996

¹⁰⁰ Stechmann Geoscience, Inc., *Due Diligence Sampling and Analysis, 1000 16th Street and 1300 7th Street Properties*, August 2000. Summarized in URS, 2001.

A focused site investigation in 2001¹⁰¹ found that:

- Arsenic, chromium, and lead concentrations exceed their respective industrial PRGs in a significant number of borings. Five additional metals – antimony, copper, nickel, zinc, and mercury – were reported as exceeding their respective residential PRGs in previous investigations. Of the metals exceeding residential PRGs, only copper exceeds the industrial PRG and it was detected in the focused site investigation at levels above the typical laboratory reporting limit. The focused site investigation concluded that the fill is a potential source of elevated arsenic, chromium, lead, and copper concentrations. As previously noted, PRGs may be used as screening goals or initial cleanup goals, if applicable.¹⁰² They should be used as Agency guidelines, not legally enforceable standards. When considering PRGs as a cleanup goal, it is EPA’s preference to assume maximum beneficial use of a property, which is residential. Given that, cleanup goals for the project site should address all of the metals exceeding residential PRGs.
- Diesel, motor oil, gasoline, ethylbenzene, and zylenes were detected at concentrations exceeding their respective Risk Based Screening Levels (RBSLs) in samples collected during the focused site investigation.
- Methylene chloride was the only VOC detected in soil samples collected during the focused site investigation, and benzo[a]pyrene was the most common SVOC detected in soil samples collected at the site, followed by benzo[a]anthracene, benzo[b]fluoranthene, naphthalene, and 2-methylnaphthalene.
- Diesel, motor oil, and gasoline were detected in groundwater, as were ethylbenzene, phenanthrene, and all metals previously detected on site, with the exception of cadmium, chromium, copper, and mercury. Lead exceeds the established MCL for groundwater in one of the samples analyzed. No benzene or toluene was detected in the samples analyzed.

Based on these earlier investigations, a work plan proposed additional soil gas sampling to support the development of a risk assessment to address the project’s proposed residential use. In June 2004, a Data Evaluation and Sampling and Risk Assessment Work Plan¹⁰³ (Work Plan) prepared by Geomatrix Consultants was approved by SFDPH. In accordance with the Work Plan, a soil gas survey of the site was conducted by Geomatrix on July 6 and 7, 2004, in order to obtain additional data to assist in the evaluation of residential use at the property. Preliminary risk assessment results indicated that the potential for significant impacts with regard to VOCs and indoor air quality does exist within one area of the site (a “hot spot”), but that further sampling and risk assessment was required. In addition, the potential presence of methane in subsurface soil gas was identified, which also required further sampling to confirm its presence.

¹⁰¹ URS, 2001

¹⁰² Environmental Protection Agency Region 9, *Users’ Guide and Background Technical Document for USEPA Region 9’s Preliminary Remediation Goals (PRG) Table*, 2005. Available on the Internet at: <http://www.epa.gov/region09/waste/sfund/prg/files/04usersguide.pdf>

¹⁰³ Geomatrix Consultants, Inc., *Data Evaluation and Sampling and Risk Assessment Work Plan*, June 2004.

A plan for further sampling was developed and included in an addendum to the Work Plan that was submitted to SFDPH in October 2004.¹⁰⁴ After SFDPH approval of the addendum to the Work Plan, additional soil gas, soil, and groundwater samples were taken on the site in November 2004. The data collected from the 2004 site investigation was evaluated and presented in the Data Evaluation and Risk Assessment Report,¹⁰⁵ which was submitted for review by SFDPH in March 2005.

The Data Evaluation and Risk Assessment Report included a Human Health Risk Assessment (HHRA) that was required based on the future residential and construction worker exposure scenarios related to the project site (evaluation for a residential receptor is considered protective of commercial workers). Evaluation of construction worker exposure addressed potential exposure to future short-term maintenance workers, while residential exposure pathways were limited to inhalation of VOCs in indoor and ambient air. Additional samples assessed the possible presence of methane in soil vapor where field measurements indicated readings near or above the lower explosive limit (LEL) and characterized the extent of ethylbenzene in soil vapor, soil and groundwater in the vicinity of one earlier boring where ethylbenzene was reported. Soil vapor samples revealed that methane is present in soil vapor above the LEL in the northern portion of the site and that a 50 feet by 100 feet area in the northwestern portion of the site coincided with elevated ethylbenzene levels in soils. Benzene, toluene, ethylbenzene and xylenes (BTEX) were detected in soil vapor samples above the RWQCB's Environmental Screening Levels (ESLs) within an approximately 100 feet by 75 feet area located in the northwest section of the property. These areas impacted by BTEX have non-carcinogenic risks to future residents at greater than accepted levels. However, predicted risks are within the acceptable risk range for construction workers.¹⁰⁶

An additional subsurface investigation was conducted in October-November 2005 to further address the methane found on the project site. Twenty-nine additional multi-stage soil gas probes were installed to identify the nature, extent concentration, general distribution and source of combustible gas present in the shallow soils and groundwater.¹⁰⁷ Gas probe monitoring included the measurement of subsurface gas pressure and concentrations of methane, oxygen, and carbon dioxide. Methane was detected in 23 of 29 gas probes. It was concluded that methane gas appeared to be of biogenic origin based upon the methane, carbon dioxide, and oxygen ratios recorded at the site. Methane concentrations recorded in the groundwater standpipes were greater than those measured in gas probes, which indicated that methane gas was predominately generated below the surface of the groundwater table. Methane was found to be generated at a slow rate and dissipates to the atmosphere without producing elevated soil gas pressures. Specific recommendations for mitigation of methane in soil vapor are included in the December 14, 2005 Preliminary Subsurface Methane Gas Investigation for Cherokee Mission Bay Property, prepared by GeoKinetics.¹⁰⁸ The project's Site Mitigation Plan, which is detailed below, refers to the GeoKinetics report.

¹⁰⁴ Geomatrix Consultants, Inc., *Sampling Work Plan*, October 13, 2004.

¹⁰⁵ Geomatrix Consultants, Inc., *Data Evaluation and Risk Assessment Report*, March 2005. This document is part of the project file and is available by appointment at the Planning Department.

¹⁰⁶ Ibid.

¹⁰⁷ GeoKinetics, *Preliminary Subsurface Methane Gas Investigation for Cherokee Mission Bay Property, San Francisco*, December 14, 2005. This document is part of the project file and is available by appointment at the Planning Department.

¹⁰⁸ Ibid.

To address the elevated levels of BTEX – particularly ethylbenzene – found in soil, groundwater, and vapor samples, Geomatrix proposed an interim Site Mitigation Plan¹⁰⁹ that would include the installation and operation of a soil vapor extraction and air sparge system (SVE/AS). The interim Site Mitigation Plan was included as part of the project's Site Mitigation Plan. During well installation activities conducted in January 2006 as part of the interim mitigation plan, a thin layer of potential separate phase product was observed within the soil pore space. An additional test trench investigation was proposed in order to determine whether the observed material was the source of the elevated BTEX concentrations and whether the planned SVE/AS treatment system was still the appropriate site mitigation measure to address this issue. A Proposed Workplan for Test Trench Investigation was submitted to SFDPH and approved in a letter dated June 20, 2006.¹¹⁰ The additional investigation was conducted in August 2006 and consisted of excavating seven small trenches to a depth of approximately 10-11 feet below ground surface. A geologist examined soil excavated from the trenches both visually and taking VOC readings using a handheld photoionization detector (PID) to determine whether a potential product source material was present. Selected soil samples were collected for laboratory analysis from soil containing the potential product phase and from soil located underneath the layer of observed product. The results of the test trench investigation confirmed that the high concentrations of BTEX correlate with the presence of the observed thin product phase layer within the soil. Since the presence of a product phase can limit the effectiveness of a SVE/AS treatment system, a revised approach to remediating the area impacted by BTEX was developed. The revised remediation approach consisted of excavating the area impacted by product containing BTEX to a depth of approximately eight feet and disposing of the excavated soil offsite at an appropriate landfill.

The results of the test trench investigation and the revised remediation approach are described in a January, 2007 report¹¹¹ and follow-up letter,¹¹² which were submitted to SFDPH for review. SFDPH subsequently approved the revised remediation approach in a letter dated February 14, 2007.¹¹³ SFDPH indicated this work should be considered separate from the development plans for the site, since it is in accordance with the Regional Water Quality Control Board's (RWQCB) policy of the removal of source material as necessary to prevent further release into the environment. Accordingly, following the Planning Department issuance of a Certificate of Determination of Exemption/Exclusion from Environmental Review in May 2007, the targeted excavation of the BTEX-impacted area was implemented as an interim remedial action during the fall of 2007 in order to remove the source of BTEX in subsurface soil gas provided by the thin product phase layer. The approved on-site remediation activities were completed in December 2007.

¹⁰⁹ Geomatrix Consultants, Inc., *Interim Site Mitigation Plan, Work Plan for Soil Vapor Extraction/Air Sparge System Installation and Operation*, July 2005. This document is part of the project file and is available by appointment at the Planning Department.

¹¹⁰ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, June 20, 2006. This document is part of the project file and is available by appointment at the Planning Department.

¹¹¹ Geomatrix Consultants, Inc. *Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation, 1000 16th Street, San Francisco, CA*, January 23, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹¹² Geomatrix Consultants, Inc. Correspondence with Stephanie Cushing, San Francisco Department of Public Health: *Transmittal of Revised Figures for Targeted Excavation, 1000 16th Street, San Francisco, CA*, February 9, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹¹³ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, February 14, 2007. This document is part of the project file and is available by appointment at the Planning Department.

IMPACTS

This section describes potential impacts related to the proposed project and any legally required remediation and abatement measures that would be implemented to reduce or eliminate potential impacts. The Revised Site Mitigation Plan (SMP),¹¹⁴ developed for the project site under the direct supervision of SFDPH,¹¹⁵ serves as the primary mitigation measure and is described in detail below (see **Mitigation Measure E-1**).

Significance Criteria

The proposed project would be considered to have significant impacts related to hazardous materials if it would:

- create a potential public health hazard because of unsafe use, production or disposal of materials that pose a hazard to people or animal or plant populations in the affected area.

Definition, identification, and determination of threshold levels of hazardous materials are provided in the *Code of Federal Regulations* Title 40 and in the *California Code of Regulations* (CCR) Titles 22 and 26. Hazardous material means a substance or combination of substances that because of its quantity, concentration or physical, chemical or infectious characteristics may pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.¹¹⁶ Determination of “substantial” hazard or “significant” levels of hazardous materials is performed on a case-by-case basis, although generally there are regulatory guidelines for determining acceptable levels and/or public health risks associated with exposure to hazardous materials.¹¹⁷

Soil and Groundwater Contamination

As described in the Setting section, portions of the soil and groundwater underlying the project site are contaminated with hazardous materials. The project site is located within the area covered under the Maher Ordinance and must meet the requirements for contaminated soil provided in the ordinance. Compliance with the Maher Ordinance requires testing of subsurface soil to determine the magnitude and extent of soil contamination. As discussed above, subsurface testing on the site of the proposed project using procedures required by SFDPH has been conducted in several investigations, including the Data Evaluation and Risk Assessment, which was prepared and submitted to SFDPH for review in March 2005. SFDPH reviewed this report and provided comments by letter dated March 29, 2005. The SMP was developed in response to the

¹¹⁴ Geomatrix Consultants, Inc., *Revised Site Mitigation Plan, 1000 16th Street San Francisco, California*, September 2008. This document is part of the project file and is available by appointment at the Planning Department.

¹¹⁵ SFDPH acknowledged that the developed SMP met the requirements of the SFDPH Environmental Health Section – Hazardous Waste Unit (EHS_HWU) in December, 2005. See: Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., of Mission Bay LLC and Neil Ziembra, of IRG Assumptions, LLC, December 30, 2005.

¹¹⁶ Harte, John; Holdren, Cheryl; Schneider, Richard; and Shirley, Christine, *Toxics A to Z, A Guide to Everyday Pollution Hazards*, University of California Press, 1991.

¹¹⁷ Health risk evaluations are generally conducted in accordance with guidelines contained in the 1994 Cal EPA *Preliminary Endangerment Assessment Manual* and the U.S. EPA 1989 *Risk Assessment Guidance for Superfund, Volume 1, Human Health Evaluation Manual, Part A, Interim Final* as supplemented by later guidance documents. While there is some latitude in how to apply these guidelines, a risk assessment is generally conducted under the oversight of a regulatory agency to ensure that the risk assessment appropriately reflects potential health risks posed by a site.

Data Evaluation and Risk Assessment Report (which included a HHRA) under the direct supervision of SFDPH. The SMP was updated in September 2008 to reflect the completion of BTEX-affected soil remediation activities and incorporate mitigation of contaminated shallow soil with development activities.

- The SMP requires the placement of a minimum of 3 feet of clean, imported soil in landscaped areas and 1.5 feet of clean, imported soil in areas to be covered by pavers during redevelopment of the site. The imported soil, future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that will remain at the site. The construction contractor would be required by the SMP to handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the SMP have been performed in compliance with Article 20 requirements. The site cover will require regular inspection and inspection reporting and land use (deed) restrictions will be recorded with the City and County of San Francisco to restrict use to that currently planned for the site. Methane found on site is also addressed in the SMP and in the December 2005 Preliminary Subsurface Methane Gas Investigation. If all mitigation measures detailed in the SMP are implemented, impacts from soil and groundwater contamination would be less than significant.

Other Hazardous Materials

Asbestos

All asbestos-containing structures on the site were removed in 1999, in accordance with all applicable city, state, and federal regulations. There are no remaining structures of any type on the site. In addition, any naturally-occurring asbestos from serpentinite in the soils disturbed as a result of excavation would be mitigated by dust control measures detailed in the SMP. Therefore, the project, assuming SMP implementation, would not have any potential to release airborne asbestos.

Lead-based Paint and Lead Pipes

As described above for Asbestos, all structures, including those with lead pipes and lead-based paints, were removed from the site in 1999. Any residues from lead-based paint and lead pipes that have entered the soil and groundwater would be addressed in the overall SMP for soil and groundwater contamination, described above.

Hazardous Materials Used in Construction and Operation

The proposed urban mixed-use project would not involve uses that require transportation, storage, use, or disposition of hazardous materials in volumes sufficient for regulation. Compliance with applicable laws and regulations would ensure that potential adverse environmental impacts associated with the transportation, storage, use and disposition with any other hazardous materials used in construction or operation of the project would not occur. Specifically, a Hazardous Materials Business Plan would be developed and maintained in good standing by operators of project facilities in conformance with Article 21 of the Public Health Code, City and County of San Francisco. Builders and operators of project facilities would be required

to comply with all other applicable local, state and federal laws and regulations relating to the handling, storage, use, transportation, and disposition of hazardous materials.

Cumulative Impacts

Any other projects within the project vicinity would be subject to the same statutory requirements for identification and removal of hazardous materials as the proposed project. The project site is surrounded by land that is subject to the Maher Ordinance. As previously detailed, if more than 50 cubic yards of soil are to be disturbed as part of a project and the project site is on fill (or is at a location designated for investigation by the director of SFDPH) applicants for building permits must, among other things, prepare a site history and analyze the site's soil for hazardous materials. If hazardous materials are found in the soil of any other site on which development were proposed, site mitigation would be required and a Site Mitigation Plan would need to be developed and approved by SFDPH. With these requirements, there would be no significant cumulative impacts with regard to hazardous materials.

MITIGATION

As noted above, the targeted excavation of the BTEX-impacted area was implemented as an interim remedial action during the fall of 2007 in order to remove the source of ethylbenzene in subsurface soil gas provided by the thin product phase layer. The approved on-site remediation activities, which have occurred independently of any decision on the project, were completed in December 2007.

Mitigation measures referenced above are described in full in Chapter IV.A: Mitigation Measures. If the Site Mitigation Plan described above and in Chapter IV, including all subsequent mitigation measures, is implemented, impacts from hazardous materials would be reduced to less-than-significant levels.

G. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project would construct three buildings that would include approximately 425,000 gross square feet (sq. ft.) of residential space, approximately 15,000 sq. ft. of ground-floor neighborhood-serving retail space (including 6,000 sq. ft. of restaurant space), and approximately 20,000 sq. ft. of space for production, distribution and repair (PDR) uses. The project site is currently vacant and no one has worked on the site since 1996. The proposed development would be expected to include approximately 94 retail, restaurant and PDR employees¹¹⁸ and approximately 16 parking, janitorial, building maintenance and management employees,¹¹⁹ for a total of about 110 employees. Project construction employment is estimated to be 185 people at the peak of construction.¹²⁰ Even if it were to represent all new residents to the City, the project would not result in a substantial contribution to overall housing demand, and would not be considered significant.

The City relies on the Association of Bay Area Governments' (ABAG) *Regional Housing Needs Determination* for projections of housing needs.¹²¹ The City was projected to need 20,372 additional dwelling units for the years 1999-2006, an average yearly need of 2,716 net new dwelling units. The *Housing Element of the General Plan*,¹²² adopted in 2004, adjusted the average yearly need to approximately 2,850 units to achieve a five percent vacancy rate over the City's housing need. To meet its fair share of the Bay Area region's estimated housing need, approximately 36 percent of the units built in San Francisco over the past eight years (approximately 7,700 total units, or 963 per year) would have needed to be affordable to very low and low-income households. In the five years between 2001 and 2005, there were 10,261 new housing units built in San Francisco (approximately 2,050 per year); approximately 30 percent of these units (3,083, or 617 per year) were considered affordable by the San Francisco Planning Department.¹²³ ABAG is currently updating the *Regional Housing Needs Determination* for the 2007 – 2014 period; it is expected to be finalized in spring 2008.

¹¹⁸ Based on: 1) a standard multiplier of 350 sq. ft. per retail employee (15,000 sq. ft./350 sq. ft. per employee = 42.9 employees), based on San Francisco Planning Department transportation analysis guidelines and Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario: Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998; and 2) a standard multiplier of 395 sq. ft. per PDR employee (20,000 sq. ft./295 sq. ft. per employee = 50.6 employees). The 395 sq. ft. / PDR employee multiplier was used in the 2005 study by EPS (Economic and Planning Systems, *Supply/Demand Study for Production, Distribution and Repair (PDR) in San Francisco's Eastern Neighborhoods*, 2005. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364)

¹¹⁹ The estimated number of on-site employees was provided by the project sponsor.

¹²⁰ Ibid.

¹²¹ Association of Bay Area Governments, *Regional Housing Needs Determination 1999-2006*, Available on the Internet at: <http://www.abag.org/planning/housingneeds/99rhnd.htm>.

¹²² City and County of San Francisco, *Housing Element of the General Plan*, Adopted May 13, 2004. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=24994

¹²³ San Francisco Planning Department, October 2006. *San Francisco Housing Inventory 2005*. Available on the Internet at: http://www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/Housing_Inventory_2005_web.PDF

Based on a household density factor of between 1.35 and 2.22 persons per dwelling unit,¹²⁴ the proposed urban mixed-use project is estimated to accommodate between approximately 550 and 900 people, contributing about 400 units to the City's housing stock. The project would not create substantial demand for new housing.¹²⁵ The project's 408 units would more than offset housing demand from the limited employment related to the project. Because the units are proposed to be market-rate housing, they would not fulfill needs at all levels identified in the *Regional Housing Needs Determination*. However, as discussed in Chapter II, Project Description, the project sponsor would be required to comply with the inclusionary housing requirements in Planning Code Section 315. The sponsor would provide 61 on-site units (or 15 percent) to be below market rate (BMR) units, meeting the City's inclusionary housing requirements.

It is expected that some workers employed on the project site would want to live in San Francisco. In addition, some new jobs would be filled by individuals who already live and work in the City; those who live in the City but who were previously not employed or who worked outside the City; those who live in the surrounding communities; or those unable to afford to reside in the City. New workers would also increase demand for housing in other parts of the Bay Area. (See Appendix A, Initial Study, for further discussion of housing demand.)

Since the project does not have unusual labor requirements, it would be expected that project construction would meet its need for labor within the regional labor market for construction projects in San Francisco without attracting construction labor from areas beyond the region's borders.

The project would be an infill project in a densely developed urban area. It would not require new or expanded municipal infrastructure not already under consideration.

While the increase in numbers of residents and employees on the project site would be noticeable to neighbors, these levels are common and accepted in high-density urban areas such as San Francisco. Further, as discussed in the Land Use section, such growth on the project site and within its vicinity is anticipated in proposed plans currently being evaluated by the City of San Francisco. Each of the three rezoning options that came out of the Community Planning Process – in which residents, businesses, developers and organizations in the four community planning areas of the Eastern Neighborhoods provided input – identified the current preferred zoning for the area to include mixed-use housing/commercial. Permanent zoning controls subsequently proposed by the Planning Department – and currently under study as part of the analysis of the proposed Eastern Neighborhoods Rezoning and Area Plans – would also allow space for production, distribution and repair (PDR) services alongside residential uses in a mixed-use/PDR district that would include the project site. The Showplace Square/Potrero Hill Area Plan proposes roughly the same

¹²⁴ The Mission Bay Final Subsequent EIR used a household density factor of 1.35 to estimate population density (City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.6, p. C.4, certified September 17, 1998). However, 2000 U.S. Census results indicate an average household size of 2.22 persons for Census Tract 607, the tract within which the project site exists (U.S. Census Bureau, American Factfinder, Available on the Internet at: <http://factfinder.census.gov>).

¹²⁵ Based on an employed-resident density factor of 1.63 employees per household, the increase in employment due to project development would create an additional demand for about 28 residential units (45 net new jobs divided by a factor of 1.63 employees per household results in a demand for 28 residential units). Employed-resident density factor of 1.63 employee per household is from Keyser Marston Associates, Inc. and Gabriel Roche, Inc., *Jobs Housing Nexus Analysis, City of San Francisco*, July 1997, Section III, p. 32.

Urban Mixed-Use districts, which would serve as transitional areas between established residential neighborhoods (e.g., Potrero Hill) and areas intended for PDR and other business activities. Therefore, while the project would introduce a substantial change from industrial to a relatively high density residential use and induce a small amount of growth within the City, given currently proposed plans, this growth would be concentrated within locations identified as appropriate for housing in the City's industrially zoned land and wholly encompassed within the approved General Plan for the City and County of San Francisco. The Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report (EN DEIR), which states that the rezoning project would induce substantial growth and concentration of population in the City of San Francisco, concludes that the anticipated increase in population and density under each of the three proposed rezoning options would not result in significant adverse physical effects on the environment.

In view of the above, there is no evidence to suggest the project would result in additional development in the vicinity of the project that would not otherwise occur or could not be accommodated.

CHAPTER IV

MITIGATION AND IMPROVEMENT MEASURES

Pursuant to the California Environmental Quality Act (CEQA), for each significant impact identified in the EIR, the EIR must discuss mitigation measures, which are feasible measures to avoid or substantially reduce the project's significant effects. Some measures would require implementation by public agencies.

Mitigation measures identified in this EIR, including those identified in the Initial Study, would be required by the Planning Commission as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. This EIR also contains improvement measures related to electrical infrastructure, construction coordination, local air emissions, and interior noise levels, which are included to provide means of improving project effects that would not be considered significant impacts. The project sponsor may consider implementing these improvement measures and decision-makers may require them as conditions of approval.

Section A, below, contains those mitigation measures identified in this EIR and the Initial Study as necessary to mitigate significant environmental effects to a less-than-significant level. Section B contains improvement measures identified in this EIR and the Initial Study that would further reduce effects of the project that were found to have less-than-significant impacts.

Several items are required by law that would serve to mitigate impacts. These include a limitation on construction noise (San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, 1972); a prohibition on the use of mirrored glass on the building (City Planning Commission Resolution No. 9212); and protective measures against lead-based paint exposure (Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint). The project sponsor and construction contractors would also be required to observe all state and federal Occupational Safety and Health Administration (OSHA) safety requirements related to handling and disposal of other hazardous materials, such as asbestos.

The mitigation measures and improvement measures identified in the Initial Study and in this EIR follow. Mitigation measures and improvement measures identified in the Initial Study are indicated in this section by an asterisk (*).

A. MITIGATION MEASURES

The following mitigation measures are necessary to mitigate significant environmental effects to less-than-significant levels. All mitigation measures in Chapter IV have been agreed to by the project sponsor.

TRANSPORTATION

Under specific intersections, the project would have significant impact on traffic LOS under baseline and cumulative conditions. As described in Chapter III.C, no mitigation measures are presented for the intersection of 16th/Arkansas/Hubbell, which would operate unsatisfactorily under cumulative conditions and is unmitigable.

Mitigation Measure C-1: Mariposa/Mississippi (Project)

Under both Baseline and Baseline plus Project conditions, this unsignalized intersection would operate unsatisfactorily. The proposed project would have a significant impact at this location. To improve operations, the westbound approach could be restriped to provide a right-turn pocket (convert the existing left-through-right lane into a through-left and right-turn pocket). With this change, vehicle delays at the worst approach would improve and the intersection would operate at LOS D under both Baseline and Baseline plus Project conditions. This would reduce the impact to less-than-significant levels. It should be noted that two parking spaces would need to be removed in order to provide a dedicated right-turn pocket for the westbound approach at this intersection.

Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)

Under 2025 Cumulative conditions, this unsignalized intersection would continue to operate unsatisfactorily, even with the implementation of the Baseline/Baseline plus Project mitigation measures. The proposed project would have a significant impact at this location. To improve future operations, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions. This mitigation would reduce the impact to less-than-significant levels.

The project sponsor would be responsible for funding its “fair share” (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Mississippi. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCO^TT and other appropriate City agencies.

AIR QUALITY

Mitigation Measure 1: Construction Air Quality *

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

In addition, because the project site, including the Daggett ROW, would be greater than four acres in size, Bay Area Air Quality Management District's (BAAQMD) enhanced construction air quality mitigation measures would be required and additional measures have been added to the mitigation measure in this EIR

The project sponsor shall require contractor(s) to: hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for ten days or more; enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.); limit traffic speeds on unpaved roads to 15 mph; install sandbags or other erosion control measures to prevent silt runoff to public roadways; and, replant vegetation in disturbed areas as quickly as possible.¹²⁶

HAZARDOUS MATERIALS

● **Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities)**

In order to clean up the contaminated soil and groundwater and reduce risks to future land uses on the site, and because the project site is located within the Maher Ordinance Area, a Site Mitigation Plan (SMP) has been developed under direct supervision of SFDPH. As detailed above in the Setting section of this chapter, a Data Evaluation and Risk Assessment Report, which included a Human Health Risk Assessment (HHRA) was completed by Geomatrix Consultants in March 2005 and submitted to SFDPH. In response, SFDPH provided to the project applicant a request for additional information, including a finalized SMP that would address the contaminants found at the site.¹²⁷

¹²⁶ BAAQMD CEQA Guidelines, 1999, Available on the Internet at: http://www.baaqmd.gov/pln/ceqa/ceqa_guide.pdf

¹²⁷ Bhatia, Rajiv, M.D., M.P.H., Correspondence with Doug Mosteller, Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, March 29, 2005. This document is part of the project file and is available by appointment at the Planning Department.

The SMP, completed in November 2005 and determined by SFDPH to meet its requirements in December 2005¹²⁸, includes three phases: interim site mitigation, final site mitigation, and post-development site mitigation. To meet SFDPH's requirements for mitigation of shallow soil and to address soil vapor and methane conditions, the SMP included the following primary components:

- Excavation and off-site disposal of soil containing metals and PAHs from the top three feet across the site, as well as additional construction-related excavation deeper than three feet, as described below, under Interim Mitigation Measures;
- Mitigation of BTEX in soil vapor in the northwestern portion of the site; and
- Mitigation of methane in soil vapor in the northern portion of the site.

Mitigation of impacts to soil, vapor and groundwater from BTEX was conducted in the interim site mitigation phase, prior to final site development. Originally, the site mitigation measures for BTEX consisted of installation of a Soil Vapor Extraction/Air Sparge treatment system in accordance with the SFDPH-approved Work Plan for Soil Vapor Extraction/Air Sparge System Installation and Operation. As described in Chapter III.F, however, the discovery of a thin layer of contaminated product within the soil pore space during well installation activities in January 2006 led to the development of a revised interim site mitigation plan to address the BTEX issue. The revised BTEX mitigation was described in the Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation¹²⁹ and follow-up letter,¹³⁰ which were approved by SFDPH in February 2008.¹³¹ The revised BTEX mitigation plan consists of excavation and offsite disposal of all soil from an area 75 feet by 65 feet to a depth of approximately 8 feet. This excavation removed the think layer of product that has been identified as the source of the elevated concentrations of ethylbenzene in this area. No groundwater was encountered during the excavation. The excavation was backfilled to the existing grade with clean imported fill material. In addition, to further reduce the mass of VOCs present in groundwater within the excavation area, a sulfate-containing compound (e.g., ferrous sulfate heptahydrate [FeSO₄ · 7 H₂O]) was added to the excavation backfill material to enhance natural biodegradation processes and allow any residual VOC concentrations to attenuate over time. Additional details relating to the BTEX remediation are described in the Ethylbenzene Excavation Remediation Completion Report. The SFDPH issued a no further action letter with respect to the ethylbenzene excavation in the northwestern portion of the site on March 11, 2008. Additional investigation of the magnitude and extent of methane impacts at the site was performed in accordance with

¹²⁸ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., of Mission Bay LLC and Neil Ziemba, of IRG Assumptions, LLC, December 30, 2005. This document is part of the project file and is available by appointment at the Planning Department.

¹²⁹ Geomatrix Consultants, Inc. Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation, 1000 16th Street, San Francisco, CA, January 23, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹³⁰ Geomatrix Consultants, Inc. Correspondence with Stephanie Cushing, San Francisco Department of Public Health: *Transmittal of Revised Figures for Targeted Excavation, 1000 16th Street, San Francisco, CA*, February 9, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹³¹ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, February 14, 2007. This document is part of the project file and is available by appointment at the Planning Department.

the SFDPH-approved Work Plan for Subsurface Methane Gas Investigation. The results of the additional methane investigation and recommended methane mitigation measures were summarized in the December 2005 Preliminary Subsurface Methane Gas Investigation, which was approved by SFDPH in conjunction with its determination of the adequacy of the SMP. Mitigation measures for methane may include: 1) a horizontal gas membrane beneath proposed buildings; 2) perforated horizontal vent/drain lines beneath the gas membrane to collect and dissipate trapped vapors and to convey nuisance water to area drains or collection sumps; 3) utility trench dams where utilities pass below or penetrate perimeter foundations to reduce the potential for methane gas to migrate and accumulate beneath the buildings from adjacent areas; and 4) seals on conduits for dry utilities that originate outside of the gas membrane and terminate in the interior of the buildings to reduce the potential for methane to enter the buildings through the conduits. Implementation of mitigation measures for methane shall be performed concurrently with site development and in accordance with a SFDPH-approved mitigation plan. Plans and specifications for the methane mitigation measures will be prepared once building plans are available, and will be submitted to SFDPH for review and approval.

In 2001, ICI Paints, the former property owner, proposed interim site mitigation measures; these measures were approved by the SFDPH. The proposed interim mitigation measure of excavating 3 feet of soil across the site was developed by ICI Paints in absence of a future development plan. ICI Paints, however, did not proceed with implementation of the approved mitigation. The site was then acquired by the project sponsor for redevelopment as mixed residential/commercial use. Because the project sponsor has commenced with the development process and the site will be redeveloped in the foreseeable future, the SFDPH-approved mitigation plan for the site was re-evaluated to allow for incorporation of site mitigation into the development process. This SMP was updated in September 2008 to integrate mitigation of fill into site development.

The mitigation measures included as part of the SMP to address shallow fill material shall be implemented in two phases: final mitigation and post-development. These two phases are summarized below.

● ***Final Mitigation Measures***

As detailed in Section 4.4 of the SMP, existing pavements/concrete pads, tank foundations, and utilities shall be removed. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material. Asphalt, concrete, utility pipelines, and other demolition debris shall be recycled or disposed of at appropriate off-site facilities.

Once the existing pavements have been removed, the soil will be excavated as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., three feet in landscaped areas and 1.5 feet in areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. During grading activities site soil may be consolidated on-site and utilized as engineered fill below the final cover (that is, beneath paved or building areas). Excavated soil that will not be reused on site shall be loaded into trucks

and transferred to an on-site soil staging area, where stockpiled material shall be covered with weighted polyethylene sheeting during periods when material is not being added or removed. Stockpiled soil that will not be used on site shall be sampled and characterized for disposal at a hazardous or non-hazardous waste facility. Once stockpiled material has been accepted for disposal at an appropriate off-site facility, the soil shall be transported directly to the disposal facility. All wastes shall be transported and disposed of in accordance with applicable laws and regulations. Equipment contacting soil would require decontamination prior to leaving the site. Water from the cleaning processes shall be collected, containerized, and sampled prior to off-site disposal.

The future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that shall remain at the site. In landscaped areas and areas covered by pavers the final cover will consist of installation of non-woven geotextile material and at least 1.5 feet (for areas covered by pavers) or at least three feet (for landscaped areas) of clean, imported soil above native, potentially impacted (contaminated) soil. The final cover will prevent direct contact with underlying soils and will function as an engineered control to residual affected soils.

Utilities such as water lines and sanitary sewer lines shall be installed in designated utility corridors, which shall be backfilled with clean, imported soil. Non-woven geotextile fabric shall be placed prior to backfilling utility corridors to provide a clear visual boundary between site soils and imported soils.

Construction de-watering water, if generated, shall be pumped into holding tanks and sampled and analyzed for the parameters required for the selected discharge point (i.e., storm drain, sanitary sewer). City of San Francisco procedures related to groundwater de-watering are provided in **Mitigation Measure E-1a**.

Dust control measures (such as water sprinkling to maintain soil moisture, covering of all trucks hauling soil, and the daily sweeping of all paved access roads, parking areas and staging areas, among other measures) shall be implemented to minimize dust generation when earthwork activities occur. The SMP includes a dust monitoring plan. In addition, air monitoring for VOCs, and methane shall be conducted (see **Mitigation Measure E-1b**). Personal air sampling for lead will also be conducted for those workers with the highest potential to be exposed to lead (i.e., a lead exposure assessment) when the duration of soil disturbing activities extends beyond 1 to 2 days according to the Cal-OSHA Lead in Construction Standard (CCR, Title 8, Section 1532.1). Any unanticipated subsurface conditions encountered shall be addressed by a Contingency Plan (see **Mitigation Measure E-1c**).

The results of the final site mitigation work performed shall be included in a Construction Documentation Report that shall be prepared upon completion of the mitigation measures for submittal to SFDPH.

● ***Post-Development Site Mitigation Plan***

Cherokee Mission Bay, LLC, as the site owner, shall oversee implementation of the SMP at the site. A copy of the SMP shall be included in all contracts signed with contractors. Notification to SFDPH is required for all activities disturbing the final site cap.

Maintenance of the final cover shall include the following:

- The cover shall be visually inspected annually for cracks, signs of deterioration, and unauthorized disturbances that may compromise the cover integrity and allow for exposure of residents to contaminated soil. Results of the inspection shall be documented in a report and submitted for SFDPH review as part of an annual report (discussed below).
- All concrete, asphalt, and soil cover that comprise the final cover shall be maintained. Repair and replacement actions, as detailed in the SMP, may be required.

Cherokee Mission Bay, LLC, shall prepare and submit an Annual Summary Report to SFDPH by the thirtieth day of January, each year. The Annual Summary Report shall include the following:

- Specific actions taken by or on behalf of the site owner during the previous year;
- An annual cover inspection report;
- Actions expected to be undertaken during the current year;
- Any requirements of the SMP that were not completed; and
- Any problems or anticipated problems in complying with the SMP.

Cherokee Mission Bay, LLC, is also responsible for providing a modified SMP to SFDPH when substantial changes to the assumptions or conditions documented in the SMP occur.

The SMP shall be implemented in conjunction with the following mitigation measures.

Mitigation Measure E-1a: Water Management

Groundwater

Phase I and Phase II Environmental Assessment encountered groundwater at about 7.5 to 9.0 feet below the surface. However, other on-site borings found groundwater at 3 to 9 feet below the surface. Excavation would be no deeper than three feet except where necessary to remove existing concrete pads. Water management activities will be conducted on-site to minimize the amount of water entering or present in the excavated areas of the site. Temporary berms will be constructed, if necessary, to control the potential for off-site migration of soil via storm water run-off during the initial phases of the excavation and regrading of the site. If the need arises, storm water run-off will be collected within the excavation in sumps and pumped out of the excavation for storage at the site or discharged into the sanitary sewer. Any water to be discharged to the sanitary sewer will be sampled, analyzed and discharged in accordance with the provisions listed in Article 4.1 of the San Francisco Municipal Code, Requirement for Batch Wastewater Discharges.

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of project necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 or the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Storm Water

Storm water pollution controls will be implemented to minimize runoff of sediment in storm water, which could include lead-affected settlement. Storm water pollution controls at construction sites greater than one acre in size are regulated using the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (99-08-DWQ; General Permit). In advance of mobilization for the site, all earthwork contractors disturbing more than one acre of the site will file a Notice of Intent (NOI) to comply with the General Permit on behalf of Cherokee Mission Bay, LLC. Prior to mobilization, these earthwork contractors will also prepare storm water pollution prevention plans (SWPPPs) to address requirements for erosion prevention and storm water management during their work in accordance with Regional Water Quality Control Board and/or State Water Resources Board requirements.

Storm water pollution controls implemented at the site will be based on Best Management Practices (BMPs) implemented to reduce the sediment load of storm water runoff from the site. These practices would include, but not be limited to grading the site to prevent storm water from running off-site, installing storm water control devices (earth berms, silt fences, or hay bale barriers) around the perimeter of unpaved portions of the site until final covers are constructed, and protecting existing or newly constructed catch basins with silt fences, hay bales, or gravel bags. In addition, all contractors will store fuel and chemicals in such a manner that prevents accidental spills from impacting storm water.

Mitigation Measure E-1b: Air Monitoring

Given the severity of contaminants at the project site, and in addition to **Mitigation Measure 1 (Initial Study)**, air monitoring shall be conducted at the site during remediation and construction to test for the presence of toxic emissions from disturbance of the polluted soil. Real-time dust monitoring using hand-held

monitors will be conducted within the work zone and at perimeter locations with readings taken and recorded at least hourly during soil disturbing activities. VOCs may be monitored as a precautionary measure in the work zone through use of a hand held photoionization detector (PID). In accordance with **Mitigation Measure E-1d**, methane monitoring shall be continuous using a combustible gas indicator (CGI), unless previous sampling has shown that methane is not likely to be present in the area where the work will be performed. In the event that sufficiently high concentrations of methane are detected to pose a human health risk, in accordance with regulations in Title 8, Section 5192, of the California Code of Regulations, work shall be halted, SFDPH shall be informed immediately, the area shall be cordoned off and a guard shall be posted to keep people off of the construction site.

Mitigation Measure E-1c: Contingency Planning

Contingency measures would be taken in the event of one of the following occurrences:

- Elevated levels of contaminants in excavation storm water. If storm water runoff contains elevated levels of contaminants that cannot be discharged to the San Francisco Department of Public Works (DPW) sanitary sewer, then the wastewater will require treatment, dilution, or collection and removal to an appropriate disposal site.
- On-site discovery of grossly contaminated material such as petroleum hydrocarbons (e.g., gas, diesel, kerosene) or other odorous soils. If grossly contaminated soil is encountered during excavation the material will be separated and depending on the level of impact, the soil will be evaluated for special disposal requirements, and appropriate health and safety measures will be implemented, as detailed in the SMP.

Mitigation Measure E-1d: Health and Safety Plan

A site-specific Health and Safety Plan will be prepared and implemented by the contractor prior to the commencement of excavation activities. The plan will be implemented during the excavation and construction activities in order to meet the requirements of 29 CFR Section 1910.120(I)(2), CCR, Title 8, Section 5192 (Cal/OSHA) and Hazardous Waste Operations and Emergency Response. The Health and Safety Plan will assign responsibilities, establish personal protection standards and mandatory safety procedures, and provide for contingencies that may arise while operations are being conducted at the site. The main components of the Health and Safety Plan will include:

- Names of key personnel and alternates responsible for site safety and health, and appointment of a site safety officer. These personnel will be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), 29 CFR Section 1910.120, Hazardous Waste Operations and Emergency Response (HAZWOPER);
- A description of the health and safety hazards anticipated in performing the work, with measures to reduce those hazards and to protect personnel;

- Identification of methods for reporting unforeseen hazards;
- Safety and health risk monitoring during excavation and monitoring;
- Frequency and types of air monitoring, personnel monitoring, and confirmation sampling techniques, if required;
- Site control measures;
- Decontamination procedures; and
- Contingency Plan meeting the requirements of paragraphs (1)(1) and (1)(2) of Section 29 CFR 1910.120 and Section 5192, Title 8, CCR for safe and effective responses to emergencies including necessary personnel protective equipment.

The plan will be signed by an individual certified in the Comprehensive Practice of Industrial Hygiene by the American Board of Industrial Hygiene and trained in hazardous waste site operations. Workers at the site may be required to be trained in accordance with CCR Title 8, Section 5192 (Cal/OSHA), and HAZWOPER.

If the Site Mitigation Plan described above, including all subsequent mitigation measures, is implemented, impacts from hazardous materials would be reduced to less-than-significant levels.

ARCHEOLOGICAL RESOURCES

Mitigation Measure 2: Archeological Resources (Accidental Discovery) *

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)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance.

If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 MEA 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

EASTERN NEIGHBORHOODS DEIR MITIGATION MEASURES IDENTIFIED IN THE EIR

The following EN DEIR mitigation measures were specifically identified in the EIR as being required to be implemented as part of the proposed project:

EN DEIR Mitigation Measure F-4: Siting of Noise-Sensitive Uses

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first

project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

EN DEIR Mitigation Measure F-5: Siting of Noise-Generating Uses

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

EN DEIR Mitigation Measure F-6: Open Space in Noisy Environments

To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

B. IMPROVEMENT MEASURES

The following are measures that would further improve project effects that have been either identified as less than significant in this EIR or the Initial Study. These measures address visual quality and urban design, construction coordination, local air emissions and interior noise levels. The project sponsor may consider implementing these improvement measures and decision-makers may require them as conditions of approval.

VISUAL QUALITY AND URBAN DESIGN

Improvement Measure B-1: Electrical Infrastructure Visual Effect

The power poles and lines that extend along 16th Street could be considered by some as unaesthetic elements in existing views, and could become more visually discordant in relation to the proposed project, since they would partially obstruct views to and from the project, most prominently in views along 16th Street. The project sponsor would relocate the poles and wires located on the segment of 16th Street between Hubbell and 7th Streets underground in order to improve the visual landscape within the project area.

TRANSPORTATION

Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)

While the proposed project would not make a considerable cumulative contribution to this impact at this location, under 2025 Cumulative conditions, this unsignalized intersection would operate unsatisfactorily. To improve intersection operations under cumulative conditions, a signal could be installed. With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 cumulative conditions.

The project sponsor would be responsible for funding its “fair share” (as determined by the San Francisco Planning Department) of the study, design, construction and installation of appropriate mitigations at the intersection of Mariposa/Pennsylvania. The study and design of these improvements would be conducted by DPT or through an independent engineering consulting firm. All efforts would be coordinated with the Planning Department, DPT, Muni, DPW, ISCO^TT and other appropriate City agencies.

Improvement Measure C-2: Pedestrian Safety

As traffic conditions increase within the study area, pedestrians may have greater difficulty crossing major arterial and connector streets. Although the signaling of both of the intersections at 16th/7th/Mississippi (as part of the Mission Bay development) and 16th/De Haro (as part of the 450 Rhode Island development), would improve pedestrian crossings along 16th Street, the project sponsor would be required to coordinate with DPT in order to arrange for the painting of a crosswalk at the intersection of 16th and Connecticut Streets to further improve pedestrian safety when crossing 16th Street.

Improvement Measure C-3: Construction Traffic

Any construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of DPT, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the proposed project.

AIR QUALITY

Improvement Measure D-1: Local Air Emissions

While the effects of local air emissions on the proposed project were determined to be less-than-significant, such effects would be further reduced with the installation of a filtered air supply system to maintain all residential units that both front and are oriented toward 7th Street under positive pressure. The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, shall include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor shall present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor would also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.

NOISE

Recommended Improvement Measure 1: Interior Noise Levels *

Because occupants of the proposed residential units, particularly those fronting 7th Street, would be subject to noticeable single-event railroad noise, namely noise from Caltrain rail cars, the engine and at-grade whistle blasts, the Planning Commission could require the project sponsor to implement improvements that would reduce interior noise levels potentially experienced by occupants. These improvements would include exterior walls of a double-stud construction and windows with an STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the train tracks. This would require two windows with an airspace on the order of six to eight inches between the panes. An alternative to this improvement measure would be to have an interior corridor in the buildings along 7th Street and eliminate residential windows on that façade.

CHAPTER V

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA), and with Section 15126.2 of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures. This chapter is subject to final determination by the Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Planning Commission.

The proposed project would contribute cumulatively to a significant, unavoidable traffic impact at the intersection of 16th/Arkansas/Hubbell Streets. As previously described in Chapter III.C, Transportation, both the northbound Arkansas Street and southbound Hubbell Street STOP-controlled approaches would operate at LOS F at this unsignalized intersection, and Caltrans signal warrants would be met. To improve operations, the intersection would need to be signalized. However, the San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at this location would be infeasible due to the close proximity to nearby streets. There would not be sufficient space to locate signals and provide queuing space, which would affect operations at other intersections and the cumulative impact at 16th/Arkansas/Hubbell Streets would therefore be unmitigable. In addition, the new traffic signals at the nearby intersection of 16th/7th/Mississippi (installed by Mission Bay) and 16th/De Haro (to be installed by the 450 Rhode Island Street project) would provide gaps in the eastbound and westbound traffic flow that would make it easier for vehicles to turn from Arkansas and Hubbell Streets. As a result, these STOP-controlled approaches may potentially operate with fewer delays than anticipated under 2025 Cumulative conditions.

Additional mitigation measures have therefore not been developed. However, the project sponsor could be asked by the Planning Department to make a “fair share” contribution to any number of measures designed to reduce the impact on the intersection to the greatest extent possible, even though the impact would remain significant. Such measures could include steps taken to encourage residents in the proposed project to engage in carpooling, the use of bicycles and other non-motorized vehicles as primary transportation, and other means of public and/or mass transportation. Further discussions between the project sponsor and the Planning Department could determine whether such a contribution should be made and, if so, what would constitute a “fair share.”

- The EN Rezoning EIR was certified in August 2008 with the Planning Commission and the BOS generally adopting the Preferred Project (EIR Option B/C) under the EN Rezoning. As described in the discussion of cumulative land use impacts (see Chapter III.A, Land Use, Planning and Population), under Rezoning

Options A and B, enough land would be available for potential Production, Distribution and Repair (PDR) use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site to potential PDR uses in the future. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site from the total stock of land available for PDR use would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset by substantial availability of such land elsewhere. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space.

- With the adoption of Option B/C, implementation of the proposed project would result in a significant cumulative land use impact. Because no mitigation has been identified for the impact at the project level, this impact would be significant and unavoidable.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project, if an alternative would avoid, reduce or eliminate significant environmental impacts of the project and is determined to be feasible and would attain most of the basic objectives of the project. This determination of feasibility would be made by project decision-makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in this EIR and comments received on the Draft EIR.

Alternatives were selected that would reduce identified impacts of the proposed project. The following alternatives are evaluated in this chapter: a No-Project Alternative, a 65-Foot Height Alternative, a Reduced Density Alternative, and a Commercial Alternative. The No-Project Alternative is required by CEQA. The 65-Foot Height Alternative would place the proposed project in three uniform 65-foot, six-story height buildings. The Reduced Density Alternative would consist of a mixed-use project that would comply with existing Planning Code restrictions, with regard to residential density and height. Both the 65-Foot Height Alternative and Reduced Density Alternative would include approximately 15,000 square feet (sq. ft.) of ground-floor, neighborhood-serving retail space and approximately 20,000 sq. ft. of space for production, distribution and repair (PDR) services, which is the same as in the proposed project. The Commercial Alternative would replace residential uses with office space in three buildings of a uniform 65-foot height, along with a seven-level parking structure. This alternative would include the same amount of retail space as other alternatives, but would roughly triple the amount of PDR space included in the proposed project to approximately 59,000 sq. ft.

It should be noted that the two mitigation measures related to construction air quality and archeological resources accidental discovery would, without alteration, be necessary in the 65-Foot Height, Reduced Density and Commercial Alternatives, and that implementation of a Site Mitigation Plan and its subsequent mitigation measures would also be required. All improvement measures (except air quality and interior noise for the commercial alternative) detailed in the Initial Study and this EIR would also be recommended for these alternatives.

Finally, MTA's possible scenario on the proposed project site presented in Chapter II, Project Description, which could result in a portion of the subject property's northwestern corner dedicated to the MTA to provide a "cut-through" for potential future expanded trolley bus service is assumed to apply to all the alternatives described in this chapter with the exception of the No Project Alternative.

A. NO PROJECT ALTERNATIVE

DESCRIPTION

This alternative would entail no change to the currently vacant site. The proposed project would not be built and the existing condition of the site would continue indefinitely. However, this alternative would not preclude future proposals for development of the project site, which possibly could result in traffic impacts similar to, less than, or greater than those identified in this EIR.

IMPACTS

If the No-Project Alternative were implemented, none of the impacts associated with the project would occur. The significant and unavoidable 2025 Cumulative impacts at the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi – would occur, but not as a direct result of the proposed project. Other less-than-significant effects of the proposed project, including effects of the proposed five- to eight-story buildings on visual quality and urban design and project specific effects on transit use, parking, loading or pedestrian and bicycle traffic discussed in this EIR, would not occur. Intersection operation conditions that would degrade to unacceptable levels of service by the 2025 cumulative horizon year would do so with or without the project. Under this alternative, there would be no generation of traffic and therefore incremental contribution from the project site to these degraded conditions, beyond cumulative traffic already generated.

Other less-than-significant effects described in the Initial Study, including air quality during construction, potential discovery of subsurface cultural resources during excavation, and potentially hazardous materials, among other impacts, would not occur with this alternative. Site contamination would remain on-site if the SMP measures were not implemented; however, on-site containment likely would not pose a significant health hazard assuming no site disturbance (though a No Project Alternative would not result in beneficial effects of remediating a brownfield site back to productive use).

The Daggett right-of-way (ROW), proposed to be retained as a local street with an adjacent public park, would remain fenced off in this alternative and unavailable for street traffic, pedestrian use and parking. It is unclear whether MTA would pursue a transit-only easement under No Project conditions.

The No Project Alternative would not meet the sponsor's primary objective of providing moderate-density housing near downtown while converting underutilized industrial and commercial areas to residential uses. The No Project Alternative would leave the project site in its currently vacant state until future proposals for development of the project site, if any, are made. No mitigation measures would be required as no impacts would be expected to occur at the site, given that it is vacant and fenced off from public access.

If this alternative is selected by the San Francisco Planning Commission, a different development proposal may be submitted at a later date for all or part of the project site, and that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

B. 65-FOOT HEIGHT ALTERNATIVE

DESCRIPTION

The 65-Foot Height Alternative would replicate the site plan and program of the proposed project, in three buildings at a height of 65 feet and six stories, further reducing the proposed project's less-than-significant impacts to visual quality and urban design. As in the proposed project, this alternative would provide 408 residential units in 425,000 gross square feet (sq. ft.), along with approximately 15,000 sq. ft. of ground-floor retail (including up to 6,000 sq. ft. of restaurant space) and approximately 20,000 sq. ft. of PDR space. Approximately 60 percent of the proposed residences would be studio and one-bedroom units and approximately 40 percent would be two- or more bedroom units. As with the proposed project, if constructed on-site, fifteen percent of the total number of residential units would be designated as affordable pursuant to the City Inclusionary Affordable Housing Program. A two-level parking garage would provide approximately 400 parking spaces. A corner park would be provided at the intersection of 16th and Hubbell Streets (privately-owned but publicly accessible) and a public park would be placed alongside the one-block-long Daggett ROW, which would be retained as a public street. This Alternative could potentially also accommodate a transit-only easement as described in Chapter II, Project Description. The approvals required for the proposed project would also be required for this alternative.

Table 9		
65-Foot Height Alternative Development Program		
	65-Foot Height Alternative	Proposed Project
Residential (gross square feet)	425,000	425,000
PDR (gross square feet)	20,000	20,000
Restaurant (gross square feet)	6,000	6,000
Other Commercial / Retail (gross square feet)	9,000	9,000
Parking (gross square feet)	140,000	140,000
Total (gross square feet)	600,000	600,000
Number Dwelling Units	408	408
Approx. no. of studio/one-bedroom units	245	245
Approx. no. of units with two or more bedrooms	163	163
Number Below Market Rate Dwelling Units	61	61
Height of Buildings (feet)	65	55 – 85
Number of Floors	6	5 – 8
Number of Parking Spaces	400	400

Note: All square footage numbers are approximate.

Source: Cherokee Mission Bay, LLC, 2007

The 65-Foot Height Alternative would meet the project sponsor objectives. Contrasted to the proposed project, this alternative would require a height/bulk district reclassification for development of up to 65 feet, unless the site is reclassified to 65 feet as part of the Eastern Neighborhoods Rezoning process. While some

views of downtown and the Bay from and to Potrero Hill would be preserved in this alternative, with a single uniform building height across the site, solar exposure would be less optimized than in the proposed project.

APPROVALS REQUIRED

The following approvals – which are more fully described in Chapter II.D, Project Approvals and Schedule – would be required for implementation of the 65-Foot Height Alternative (approval body is indicated in parentheses):

- Conditional Use authorization for residential use in an M-2 (Heavy Industrial) zoning district (San Francisco Planning Commission and Board of Supervisors)
- Planning Code and *Zoning Map* amendments for creation of a Special Use District (SUD) to increase the residential density limit to accommodate the proposed density: from the current M-2 limitation of 1 unit/800 sq. ft. of lot area (which with a Planned Unit Development (PUD) authorization may be increased to 1 unit per 600 sq. ft. of lot area less one unit) to approximately 1 unit/336 sq. ft. of lot area (San Francisco Planning Commission and Board of Supervisors) and to reclassify the height/bulk district from 50-X to 65-X.
- Modification of a rear yard location and parking allowed under a PUD (San Francisco Planning Commission)
- Subdivision Maps for lot consolidation and condominium plans for both commercial and residential units (San Francisco Department of Public Works)
- A Street Improvement and/or Encroachment Permit to permit landscape improvements in the Daggett Street ROW (San Francisco Department of Public Works)

IMPACTS

The 65-Foot Height Alternative would differ from the proposed project only in the height of the buildings in which the proposed uses are distributed. Therefore, impacts from this alternative that would be different from those already identified for the proposed project would be limited to visual quality and urban design, as discussed in detail below. Land use and height limit consistency with each of the Eastern Neighborhoods rezoning options are discussed below, as well. All other impacts, mitigation measures, and improvement measures identified for the proposed project in this EIR and the Initial Study would apply to the 65-Foot Height Alternative.

Land Use, Planning and Population

As described in Chapter III.A, Land Use, under Eastern Neighborhoods Rezoning Option A, the project site would be within a Mixed-Use Residential (MUR) district, which would promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses. Large-scale retail and office uses would be restricted. Proposed height limits for the project site under Option A would be 50-55 feet.

Under Rezoning Option B, the project site would be within an Urban Mixed-Use (UMU) district. The UMU district would encourage transitional development patterns, and new development would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial uses and generally light PDR uses. Retail, office, and housing development would be allowed, but would be required to also provide PDR space. Proposed height limits for the project site under Option B would be 40-45 feet, except for the corner of the site bound by 7th and Hubbell Streets, where the proposed height limit would be 65 feet.

Under Rezoning Option C, the project site would be within two use districts. Primarily, the site would be Residential, Transit-Oriented (RTO), although a portion of the site along 16th Street, just west of the Daggett ROW would be within a Neighborhood Commercial-Transit (NC-T) District. The RTO district would allow moderate-scale housing, with reduced parking requirements and no maximum residential density (other than as limited by height and bulk regulations) in recognition of transit proximity. The NC-T would have similar controls to the MUR district, but would not permit most PDR uses. Proposed height limits at the project site under Option C (for both districts) would be 50-55 feet.

The 65-Foot Height Alternative would generally be consistent with EN Rezoning Options A and B, though *Zoning Map* amendments to reclassify the height limits allowing buildings up to 65 feet in height on the entire site would be necessary. This alternative would generally not be consistent with Option C, due to its inclusion of PDR space. As with the proposed project, if the City chooses EN Rezoning Option C or the No Project Alternative, this alternative would also contribute to a significant cumulative land use impact related to the area-wide loss of PDR land.

Visual Quality and Urban Design

In the proposed project, Building A, located near the western edge of the site, would be six and seven stories tall, ranging in height from 65 feet to 75 feet. Building B, located along the northern edges of the site, would be seven and eight stories tall, ranging in height from 75 to 85 feet. Building C, located on the easternmost corner of the site, would be five stories and 55 feet tall. As previously noted, in the 65-Foot Height Alternative, the buildings would have the same design and visual character as the proposed project, but would each be of a uniform height of approximately 65 feet and six stories tall.

Portions of this alternative would be 20 feet lower than the maximum height of the proposed project. Because of its generally smaller size, the 65-Foot Height Alternative would have less intensive effects on views in the area, although such impacts would be less than significant for both this alternative and the proposed project. This alternative would not shade any publicly accessible open spaces.

However, it should be noted that, with the uniform height proposed in this alternative, only the majority of Building A and all of Building B would be reduced in height. Building C would be 10 feet taller than it would be under the proposed project. As such, while the 65-Foot Height Alternative would produce a net reduction in the project's apparent mass, heights would actually be increased in certain locations.

Viewed from the far right southbound lane of I-280 (see Figure 10), the side of Building B adjacent to the freeway would be reduced in height by 20 feet and the entire façade facing Hubbell Street would be reduced

in height by 10 feet. This would allow drivers traveling along I-280 to view upper portions of Potrero Hill from most of the freeway segment that would be adjacent to the project. The hillside's natural and built form would be apparent. As a side note, in this alternative, the podium street proposed within the project (between Building A and Building B) would receive direct sunlight for a greater portion of the day if the heights of the buildings on either side of it were reduced by 10 feet.

Looking east from the intersection of Hubbell and 16th Streets (see Figure 11), the project in this alternative would be as tall as the southern section of Building A, which would appear in the foreground. The project would still appear to be substantially taller than the buildings on the opposite side of Hubbell Street. As viewers look down the sightlines receding along either side of the proposed project, there would be less variation in height (the eastern portion of Building A would be shorter by 10 feet and Building C would be taller by 10 feet) and the project as a whole would take on a linear form, with its straight edges relating as much to the stretch of elevated freeway as to the surrounding buildings.

Looking north from the intersection of Missouri and 17th Streets (see Figure 12), the entrance to the Daggett ROW park and the podium level private open space would remain the focal point in views in this alternative. The inner portions of Buildings A and B would be the only parts of the proposed buildings visible from this vantage point. In this alternative, each would be 10 feet lower and would therefore appear less dominant relative to the existing buildings closer in this view to the foreground in dynamic view sequences. In particular, the proposed project would appear to relate more to the live/work buildings that begin at the mid-block area and extend to 16th Street and which are dominant in existing views. This alternative would have a lesser effect on views of the downtown skyline from this vantage point than the proposed project.

Similarly, when compared to views for the proposed project, the 65-Foot Height Alternative would not substantially alter views of the downtown skyline from the intersection of Missouri and 18th Streets (see Figure 13). From this vantage point, views of the skyline would be unobstructed by the proposed project. If anything, while views in this alternative could allow for slightly more of the South of Market Area to be visible, it would also likely allow for more of the elevated segment of I-280 to be visible, particularly in views directly down the Missouri Street corridor.

From street-level views, the open space proposed for the Daggett ROW would appear more enclosed to the south and east by the increased height of Building C than for the proposed project, but substantially less enclosed to the north and west by the decreased heights of Buildings A and B. Also, Building C, which would be approximately 20 feet taller than the warehouse across 16th Street, would appear even taller, comparatively, in this alternative.

MITIGATION MEASURES REQUIRED TO MITIGATE IMPACTS AND IMPROVEMENT MEASURES

The mitigation and improvement measures that would apply to the proposed project would apply to the 65-Foot Height Alternative. The following measures, which were identified for the proposed project in this EIR

and the Initial Study (indicated with an asterisk), and are described in full detail in Chapter IV, Mitigation and Improvement Measures – would mitigate the impacts identified for this alternative:

- Mitigation Measure C-1: Mariposa/Mississippi (Project)
- Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)
- Mitigation Measure 1: Construction Air Quality *
- Mitigation Measure E-1: Site Mitigation Plan, including Mitigation Measures E-1a, E-1b, E-1c and E-1d
- Mitigation Measure 2: Archeological Resources (Accidental Discovery)*
- Improvement Measure B-1: Electrical Infrastructure Visual Effect
- Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)
- Improvement Measure C-2: Pedestrian Safety
- Improvement Measure C-3: Construction Traffic
- Improvement Measure D-1: Local Air Emissions
- Recommended Improvement Measure 1: Interior Noise Levels *

C. REDUCED DENSITY ALTERNATIVE

DESCRIPTION

The Reduced Density Alternative assumes a reduced number of residential units within three buildings with the same footprint as the proposed project but with substantially lower, consistent heights. With regard to residential density, this alternative would be consistent with the Planning Code, which allows for a residential density of 1 unit/600 sq. ft. of lot area in a Planned Unit Development within an M-2 Zoning District, as opposed to the proposed project, which seeks a density exception of 1 unit/336 sq. ft. of lot area through an SUD. The project site, minus the existing 0.88-acre Daggett ROW, is 3.15 acres. Therefore, the Reduced Density Alternative would consist of 228 residential units, 180 units less than the proposed project (including 27 Below Market Rate (BMR) units if the inclusionary units were constructed on-site).¹³² The three buildings would be a uniform height of 50 feet and five stories tall and comprise approximately 350,000 sq. ft. The units would be larger than those in the proposed project, and would consist entirely of two or more bedrooms. The amount of space proposed for other uses – approximately 15,000 sq. ft. of ground-floor, neighborhood-serving retail space (including 6,000 sq. ft. for a restaurant) and 20,000 sq. ft. for PDR uses – would remain the same as in the proposed project. Approximately 230 parking spaces would be provided in a garage containing one complete level and one partial level. In this alternative the Daggett ROW would be retained as a public street but would not contain the public open space included as part of the proposed project. This Alternative could potentially also accommodate a transit-only easement as described in Chapter II, Project Description. The approvals required for the proposed project would also be required for this alternative, although no Planning Code amendments would be required.

Table 10		
Reduced Density Alternative Development Program		
	Reduced Density Alternative	Proposed Project
Residential (gross square feet)	350,000	425,000
PDR (gross square feet)	20,000	20,000
Restaurant (gross square feet)	6,000	6,000
Other Commercial / Retail (gross square feet)	9,000	9,000
Parking (gross square feet)	80,500	140,000
Total (gross square feet)	465,500	600,000
Number Dwelling Units	228	408
Approx. no. of studio/one-bedroom units	0	245
Approx. no. of units with two or more bedrooms	228	163
Number Below Market Rate Dwelling Units	27	61
Height of Buildings (feet)	50	55 – 85
Number of Floors	5	5 – 8
Number of Parking Spaces	230	400

Note: All square footage numbers are approximate.

Source: Cherokee Mission Bay, LLC, 2007

¹³² Because no up-zoning would be required, the prior inclusionary requirements of 12 – 17% would apply, pursuant to Planning Code Section 315-3(b)(2).

APPROVALS REQUIRED

The following approvals – which are more fully described in Chapter II.D, Project Approvals and Schedule – would be required for implementation of the Reduce Density Alternative (approval body is indicated in parentheses):

- Conditional Use authorization for residential use in an M-2 (Heavy Industrial) zoning district (San Francisco Planning Commission and Board of Supervisors)
- Modification of a rear yard location and parking allowed under a PUD (San Francisco Planning Commission)
- Subdivision Maps for lot consolidation and condominium plans for both commercial and residential units (San Francisco Department of Public Works)

IMPACTS

Compared to the proposed project, the Reduced Density Alternative, because of its smaller size, would have incrementally less intensive environmental effects on visual quality and urban design, construction noise, air quality, shadows, wind, utilities and public services, and energy/natural resources, although these impacts would be less than significant for both this alternative and the proposed project. For purposes of this EIR, the Reduced Density Alternative is considered to be the environmentally superior alternative. The proposed project would have impacts related to land use, planning and population, though they would not be significant. Because the Reduced Density Alternative would have fewer residential units than the proposed project while retaining the same amount of PDR space, the ratio of PDR space to residential space on the project site would increase and this alternative would be expected to have proportionally less intense land use impacts than the proposed project (though if the City chooses EN Rezoning Option C or the No Project Alternative, this alternative would contribute to a significant cumulative land use impact related to the area-wide loss of PDR land).

This alternative would have reduced effects to the project in those environmental areas not governed by height or bulk: land use, operation noise, biology, geology/topography, hazards, and cultural resources, though the site would still require remediation, including excavation, prior to construction. While less than significant for the project, water use and wastewater production would also be reduced in this alternative, due to the inclusion of fewer units and less landscaping.

Although the Reduced Density Alternative would be the environmentally superior alternative, it would satisfy the project sponsor's objectives to a substantially lesser degree than the proposed project. It would meet the sponsor's primary objective by providing moderate-density housing near downtown while converting underutilized industrial and commercial areas to residential uses and preserving PDR uses in the area, though at a smaller scale. This alternative would provide fewer housing units to meet the City's target for new housing construction, however, it would continue to provide the same amount of retail and PDR space and remediate the hazardous conditions on the site. However, the Reduced Density Alternative would not

provide the variety of housing (types and sizes of units) as articulated in the sponsor's objectives, nor would it facilitate improvements to the Daggett ROW to create a public park.

The Reduced Density Alternative's visual quality and urban design effects, and transportation effects are discussed in greater detail below. This alternative's consistency to land use and height under each of the Eastern Neighborhoods rezoning options is also discussed.

Land Use, Planning and Population

As described in Chapter III.A, Land Use, Planning and Population, under Eastern Neighborhoods Rezoning Option A, the project site would be within a Mixed-Use Residential (MUR) district, which would promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses. Large-scale retail and office uses would be restricted. Proposed height limits for the project site under Option A would be 50-55 feet.

Under Rezoning Option B, the project site would be within an Urban Mixed-Use (UMU) district. The UMU district would encourage transitional development patterns, and new development would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial uses and generally light PDR uses. Retail, office, and housing development would be allowed, but would be required to also provide PDR space. Proposed height limits for the project site under Option B would be 40-45 feet, except for the corner of the site bound by 7th and Hubbell Streets, where the proposed height limit would be 65 feet.

Under Rezoning Option C, the project site would be within two use districts. Primarily, the site would be Residential, Transit-Oriented (RTO), although a portion of the site along 16th Street, just west of the Daggett ROW would be within a Neighborhood Commercial-Transit (NC-T) District. The RTO district would allow moderate-scale housing, with reduced parking requirements and no maximum residential density (other than as limited by height and bulk regulations) in recognition of transit proximity. The NC-T would have similar controls to the MUR district, but would not permit most PDR uses. Proposed height limits at the project site under Option C (for both districts) would be 50-55 feet.

The Reduced Density Alternative would generally be consistent with current zoning and with EN Rezoning Options A and B, though *Zoning Map* amendments to reclassify the height limits allowing buildings up to 50 feet in height on the entire site would be necessary under Rezoning Option B. This alternative would generally not be consistent with Option C, due to its inclusion of PDR space. As with the proposed project, if the City chooses EN Rezoning Option C or the No Project Alternative, this alternative would also contribute to a significant cumulative land use impact related to the area-wide loss of PDR land. The smaller project would result in fewer people living on the site than under the proposed project.

Visual Quality and Urban Design

In the Reduced Density Alternative, the buildings would have a design and visual character similar to that of the proposed project, but would be uniformly the height of Building C as proposed. Thus, Buildings A and B would be between 10 and 30 feet (between one and three stories) shorter in this alternative than in the

proposed project. The visual impacts of this alternative, during both day- and nighttime views, would be correspondingly reduced compared to the proposed project (less than significant). Additionally, the reduced height of this alternative would mean that shadow impacts on nearby streets and sidewalks from the project would therefore be reduced. This alternative would not shade any publicly accessible open spaces.

The Reduced Density Alternative also would allow for more of Potrero Hill to be visible in views from the southbound lane of I-280 (see Figure 10) in dynamic view sequences and reduce the visual dominance of the project from viewpoints to the south, such as the intersection of Missouri and Seventeenth Streets (see Figure 12). It would provide for a greater relation to the relatively shorter buildings opposite the site on Hubbell and Sixteenth Streets, but would also reduce somewhat the architectural variety that the proposed project would introduce to the site (see Figure 11). Further, the proposed project would obstruct views of the elevated I-280 freeway while maintaining views of the downtown skyline from the intersection of Missouri and Eighteenth Streets (see Figure 13); the Reduced Density Alternative would, on the other hand, likely maintain at least a portion of the views of the freeway from viewpoints along the northern slope of Potrero Hill.

This alternative would retain Daggett Street as a local, public street. Unlike the proposed project, due to the reduction in the number of units provided, the Daggett ROW streetscape improvements to create the park would be financially infeasible. Thus, the degree to which a landscaped, open space environment is introduced to the site would be substantially reduced in this alternative. The area within the Daggett ROW would likely consist only of a widened streetscape.

Transportation

The Reduced Density Alternative would have similar significant traffic impacts as the proposed project. The transportation-related travel demand, parking demand and delivery/service loading demand estimates for the Reduced Density Alternative were based on information contained in the San Francisco Planning Department's 2002 Transportation Impact Analysis Guidelines for Environmental Review (Guidelines) and the 1990 and 2000 U.S. Census journey-to-work information. It should be noted that the proposed PDR use under the Reduced Density Alternative is not currently described in the Guidelines. As such, the travel demand associated with the PDR use was analyzed for this alternative as office space.

Compared to the proposed project, the Reduced Density Alternative would generate about six percent fewer person trips or approximately 5,826 person-trips (inbound and outbound) on a weekday daily basis and 830 person-trips during the weekday PM peak hour. Similar to the proposed project, approximately 65 percent of the person-trips would be by motorized vehicle, approximately 19 percent by public transit and approximately 16 percent by walk/other modes for the Reduced Density Alternative.

It should be noted for that residential, retail and restaurant work and non-work trips would have the same travel distribution patterns as the proposed project (see Project Travel Demand) during the weekday PM peak hour. The PDR work trips would be relatively evenly distributed throughout San Francisco and the region; while non-work trips would be distributed higher within the southeastern quadrant of San Francisco (around 45 percent) during the weekday PM peak hour.

The Reduced Density Alternative would generate around 419 net new vehicle trips during the weekday PM peak hour, of which 252 would be inbound and 167 would be outbound. In total, the Reduced Density Alternative would generate about 13 percent fewer vehicle trips than would be generated by the proposed project (a net reduction of 49 inbound and 11 outbound trips). Since the building's parking garages would also be located with access at both Hubbell and 7th Streets under the Reduced Density Alternative, inbound and outbound trips were assigned relatively evenly between the two streets.

Under Baseline plus Project conditions, the two unsignalized intersections of Mariposa/I-280 on-ramp and Mariposa/Mississippi would operate unsatisfactorily at LOS F under both the proposed project and the Reduced Density Alternative. The proposed project was determined to have a significant traffic impact at the intersection of Mariposa/Mississippi and a less-than-significant impact at the intersection of Mariposa/I-280. Implementation of **Mitigation Measure C-1** would reduce the Reduced Density Alternative impact at Mariposa/Mississippi to a less-than-significant level.

Under the 2025 Cumulative conditions, the signalized intersection of 7th/Townsend and the unsignalized intersections of 16th/Arkansas/Hubbell, Mariposa/Mississippi, and Mariposa/Pennsylvania would operate unsatisfactorily under both the proposed project and the Reduced Density Alternative. Similar to the proposed project, the Reduced Density Alternative would contribute substantially to the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi under 2025 Cumulative conditions, although less than for the proposed project.

As discussed in Mitigation Measures, the intersection of Mariposa/Mississippi could be improved with a new traffic signal installed (**Mitigation Measure C-2**). With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions. The San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at the intersection of 16th/Arkansas/Hubbell would be infeasible and the new traffic signals at nearby intersections would make it easier for vehicles to turn from Arkansas and Hubbell Streets to 16th Street. As a result, these STOP-controlled approaches may not operate with as substantial of a delay as anticipated under 2025 Cumulative conditions. Therefore, the intersection of 16th/Arkansas/Hubbell would result in a significant unavoidable traffic impact under both the proposed project and the Reduced Density Alternative scenario.

The Reduced Density Alternative would generate about 155 net new transit trips (91 inbound and 64 outbound) or about 33 percent fewer transit trips than would be generated by the proposed project during the weekday PM peak hour. Similar to the proposed project, the addition of the new transit trips would not likely substantially affect transit conditions. In addition, with implementation of **Improvement Measure C-2**, the Reduced Density Alternative would not result in significant pedestrian and bicycle impacts.

Parking under the Reduced Density Alternative would be consistent with the Planning Code requirement but would result in a shortfall of 113 spaces during the weekday midday and 159 spaces during the weekday evening (based on a supply of 360 spaces, including on-street parking, and an estimated demand of 473 during the weekday midday and 519 spaces during the weekday evening). Similar to the proposed project,

these shortfalls would not result in significant secondary parking impacts, and no mitigation measures would be required.

Loading under the Reduced Density Alternative would be consistent with the Planning Code requirement (two spaces required for residential units, no spaces required for retail and restaurant use and one space for PDR use). Although the Reduced Density Alternative would generate about 31 daily delivery trips (about 48 percent more daily delivery trips than would be generated by the proposed project), the anticipated demand for loading spaces during an average hour (1.4 spaces) and during the peak hour of loading activities (1.8 spaces) would be met by the proposed loading facilities. Similar to the proposed project, the addition of the delivery trips would not likely substantially affect traffic conditions, and would have a less-than-significant impact.

MITIGATION MEASURES REQUIRED TO MITIGATE ALTERNATIVE IMPACTS AND IMPROVEMENT MEASURES

The mitigation and improvement measures that would apply to the proposed project would apply to the Reduced Density Alternative. The following measures, which were identified for the proposed project in this EIR and the Initial Study (indicated with an asterisk), and are described in full detail in Chapter IV, Mitigation and Improvement Measures – would mitigate the impacts identified for the Reduced Density Alternative:

- Mitigation Measure C-1: Mariposa/Mississippi (Project)
- Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)
- Mitigation Measure 1: Construction Air Quality *
- Mitigation Measure E-1: Site Mitigation Plan, including Mitigation Measures E-1a, E-1b, E-1c and E-1d
- Mitigation Measure 2: Archeological Resources (Accidental Discovery)*
- Improvement Measure B-1: Electrical Infrastructure Visual Effect
- Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)
- Improvement Measure C-2: Pedestrian Safety
- Improvement Measure C-3: Construction Traffic
- Improvement Measure D-1: Local Air Emissions
- Improvement Measure 1: Interior Noise Levels *

D. COMMERCIAL ALTERNATIVE

DESCRIPTION

The Commercial Alternative would consist of mixed commercial, retail, and PDR space within three buildings with a consistent height of five stories (65 feet). A new fourth building would be constructed and would consist of a seven-level, 504-space parking structure, also at 65 feet in height. The buildings would have the same general footprint as that in the proposed project, except that Building B would be separate from the parking structure (located on the corner of 7th and Hubbell Streets), and there would be no podium level connecting Buildings A and B. No residential space is proposed in the Commercial Alternative. As in the proposed project, the Daggett ROW would be retained as an improved public street and could include an adjacent public park. This Alternative could potentially also accommodate a transit-only easement as described in Chapter II, Project Description. No Conditional Use authorization for dwelling units in an M-2 district would be required, although a Planning Code Section 321 office space allocation would be necessary if more than 24,999 sq. ft. of office space is proposed.

The ground floors of Buildings A, B and C would include approximately 58,800 sq. ft. of PDR space and approximately 13,800 sq. ft. of neighborhood-serving retail space (including approximately 5,100 sq. ft. for a restaurant). The second through fifth floors of all three buildings would provide a total of approximately 321,000 sq. ft. of office or other commercial space. As in the proposed project, entrance/exit to the lower garage would be located on 7th Street and entrance/exit to the upper garage would be located on Hubbell Street; a separate entrance/exit to the retail garage would be located on 16th Street.

The Commercial Alternative would require a Planning Code amendment to allow for a Height and Bulk reclassification from 50-X to 65-X, and approvals to improve the Daggett Street ROW. As there would be no residential uses under the Commercial Alternative, it would not require Planning Code and *Zoning Map* amendments for creation of a Special Use District (SUD) to increase the residential density.

Table 11		
Commercial Alternative Development Program		
	Commercial Alternative	Proposed Project
Office or Other Commercial (gross square feet)	321,000	425,000
PDR (gross square feet)	58,800	20,000
Restaurant (gross square feet)	5,100	6,000
Other Commercial / Retail (gross square feet)	8,700	9,000
Parking (gross square feet)	161,000	140,000
Total (square feet)	554,600	600,000
Height of Buildings (feet)	65	55 – 85
Number of Floors	5 - 7	5 - 8
Number of Parking Spaces	504	400

Note: All square footage numbers are approximate.

Source: Cherokee Mission Bay, LLC, 2007

APPROVALS REQUIRED

The following approvals – which are more fully described in Chapter II.D, Project Approvals and Schedule – would be required for implementation of the Commercial Alternative:

- Planning Code Section 321 office space allocation, if more than 24,999 sq. ft. of office space is proposed (San Francisco Planning Commission and Board of Supervisors)
- *Zoning Map* amendments to reclassify the Height and Bulk district from 50-X to 65-X, allowing buildings up to 65 feet in height, with no bulk restrictions (San Francisco Planning Commission and Board of Supervisors)
- Subdivision Maps for lot consolidation and plans for commercial units (San Francisco Department of Public Works)
- A Street Improvement and/or Encroachment Permit to permit landscape improvements in the Daggett Street ROW (San Francisco Department of Public Works)

IMPACTS

The Commercial Alternative would address impacts discussed in the Land Use, Planning and Population section primarily by providing more PDR space than in the proposed project. It would also provide commercial instead of residential uses above the ground-level PDR and retail space. This alternative would have reduced effects to the project in those environmental areas not governed by height or bulk: operation noise, biology, geology/topography, hazards, and cultural resources. Water use and wastewater production would be correspondingly reduced because of the lack of residential units and less landscaping requiring irrigation (less than significant for the project).

This alternative would not satisfy the project sponsor's objectives of providing housing on the site, nor would it contribute to meeting the City's target for new residential unit construction. It would meet the sponsor's objective of creating on-site PDR space where none currently exists, and add neighborhood-serving retail. The contaminated vacant site would be remediated and the Daggett ROW would be retained as a public street, possibly with adjacent publicly accessible open space. A reclassification of the Height and Bulk District zoning would be necessary.

The Commercial Alternative's visual quality and urban design effects, and transportation effects are discussed in greater detail below. This alternative's consistency with regard to land use and height under each of the Eastern Neighborhoods rezoning options is also discussed.

Land Use, Planning and Population

Because it would include nearly three times the amount of PDR space included in the proposed project, the Commercial Alternative would potentially have fewer impacts related to land use, planning and population.

However, as discussed below, the Commercial Alternative would be generally inconsistent with each of the three Rezoning Options analyzed in the EN DEIR.

As described in Chapter III.A, Land Use, Planning, and Population, under Eastern Neighborhoods Rezoning Option A, the project site would be within a Mixed-Use Residential (MUR) district, which would promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses. Large-scale retail and office uses would be restricted. Proposed height limits for the project site under Option A would be 50-55 feet. The Commercial Alternative would be inconsistent with Rezoning Option A with regard to height.

Under Rezoning Option B, the project site would be within an Urban Mixed-Use (UMU) district. The UMU district would encourage transitional development patterns, and new development would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial use and generally light PDR uses. Retail, office, and housing uses would be allowed, but non-PDR development would be required to also provide PDR space. Proposed height limits for the project site under Option B would be 40-45 feet, except for the corner of the site bound by 7th and Hubbell Streets, where the proposed height limit would be 65 feet.

Under Rezoning Option C, the project site would be within two use districts. Primarily, the site would be Residential, Transit-Oriented (RTO), although a portion of the site along 16th Street, just west of the Daggett ROW would be within a Neighborhood Commercial-Transit (NC-T) District. The RTO district would allow moderate-scale housing, with reduced parking requirements and no maximum residential density (other than as limited by height and bulk regulations) in recognition of transit proximity. The NC-T would have similar controls to the MUR district, but would not permit most PDR uses. Proposed height limits at the project site under Option C (for both districts) would be 50-55 feet.

Because of the restrictions on large-scale office and retail uses under Rezoning Option A, as well as the absence of a mix of uses – namely housing – in the alternative, the Commercial Alternative would be generally inconsistent with both Rezoning Options A and B. The Commercial Alternative would also be generally inconsistent with Rezoning Option C because its inclusion of PDR (generally inconsistent with the NC-T use district) and absence of residential uses (generally inconsistent with the NC-T use district). The Alternative's 65-foot height would also be inconsistent with each of the rezoning options and would require *Zoning Map* amendments to reclassify the height limits allowing buildings up to 65 feet in height on the entire site.

As described earlier, if the City chooses EN Rezoning Option C or the No Project Alternative, the proposed project would contribute to a significant cumulative land use impact related to the area-wide loss of PDR land. The Commercial Alternative would provide nearly three times the amount of PDR space as the proposed project and would lessen the project's contribution to the cumulative impact; however, the loss of 3.15 acres of potential PDR land would contribute to a significant cumulative impact.

Visual Quality and Urban Design

The reduced, uniform height of the buildings in the Commercial Alternative would have less intensive environmental effects on visual quality and urban design, construction noise, shadows, and wind than the proposed project, although these impacts would be less than significant for both this alternative and the proposed project.

In the Commercial Alternative, the buildings would have a visual character similar to that of Alternative C, in that they would be of a bulk similar to the Reduced Density Alternative, as well as of uniform height (65 feet). Buildings A and B would be between 10 and 20 feet shorter in this alternative than in the proposed project. The visual impacts of this alternative, during both day and nighttime, would be correspondingly reduced compared to the proposed project (less than significant). The upper-floor office space proposed in this alternative would be expected to emit lower levels of nighttime light than the residential uses included in the proposed project. Additionally, the reduced height of this alternative would mean that shadow impacts on nearby streets and sidewalks from the project would therefore be reduced. This alternative would not shade any publicly accessible open spaces.

As in the Reduced Density Alternative, the lower, consistent building heights in the Commercial Alternative would allow for more of Potrero Hill to be visible in views from the southbound lane of I-280 (see Figure 10) and reduce the visual dominance of the project from viewpoints to the south, such as the intersection of Missouri and Seventeenth Streets (see Figure 12). It would provide for a greater relation to the relatively shorter buildings opposite the site on Hubbell and Sixteenth Streets, but would also reduce somewhat the architectural variety that the proposed project would introduce to the site (see Figure 11). Further, the proposed project would obstruct views of the elevated I-280 freeway while maintaining views of the downtown skyline from the intersection of Missouri and Eighteenth Streets (see Figure 13); the Commercial Alternative would, on the other hand, likely maintain at least a portion of the views of the freeway from viewpoints along the northern slope of Potrero Hill.

Transportation

Because the uses under the Commercial Alternative would be substantially different than those of the proposed project (all commercial uses above a nearly 300 percent increase in PDR space), impacts related to traffic would differ accordingly from those associated with the proposed project. The travel demand, parking demand and delivery/service loading demand estimates for the Commercial Alternative were based on information contained in the San Francisco Planning Department's 2002 Transportation Impact Analysis Guidelines for Environmental Review (Guidelines) and the 1990 and 2000 U.S. Census journey-to-work information. It should be noted that the proposed PDR use under the Commercial Alternative is not currently described in the Guidelines. As such, the travel demand associated with the PDR use was analyzed for this alternative as office space.

Compared to the proposed project, the Commercial Alternative would generate about 20 percent more person-trips on a weekday daily basis (10,587 trips, compared with 8,780 trips under the proposed project),

but about 15 percent fewer person-trips during the weekday PM peak hour (1,060 trips, compared with 1,239 under the proposed project). Similar to the proposed project, approximately 63 percent of the weekday PM peak hour person-trips would be by motorized vehicle, approximately 19 percent by public transit and approximately 18 percent by walk/other modes for the Commercial Alternative.

The Commercial Alternative would generate around 415 net new vehicle trips during the weekday PM peak hour (80 inbound trips and 335 outbound trips), a reduction of 27 percent from the proposed project's 563 trips. Since the building's parking garages would also be located with access at both Hubbell and 7th Streets under the Commercial Alternative, inbound and outbound trips were assigned relatively evenly between the two streets.

It should be noted for that retail and restaurant work and non-work trips would have approximately the same travel distribution patterns as the proposed project (see Project Travel Demand) during the weekday PM peak hour. There would be no trips related to any residential uses under the Commercial Alternative. Trips attributed to PDR uses would triple compared to the proposed project and those attributed to office work would not be included at all under the proposed project.

Under Baseline plus Project conditions, the two unsignalized intersections of Mariposa/I-280 on-ramp and Mariposa/Mississippi would operate unsatisfactorily at LOS F under both the proposed project and the Commercial Alternative. The proposed project was determined to have a significant traffic impact at the intersection of Mariposa/Mississippi and a less-than-significant impact at the intersection of Mariposa/I-280. The Commercial Alternative, however, was determined to not be likely to result in significant traffic impacts at the intersection of Mariposa/Mississippi, but to add a considerable amount of project traffic to the eastbound approach to Mariposa/I-280 on-ramp. While implementation of **Mitigation Measure C-1** would further reduce the Commercial Alternative impact at Mariposa/Mississippi to a less-than-significant level, an additional mitigation measure to signalize the Mariposa/I-280 intersection would be required to reduce the impact from the project.

Under the 2025 Cumulative conditions, the signalized intersection of 7th/Townsend and the unsignalized intersections of 16th/Arkansas/Hubbell, Mariposa/Mississippi, and Mariposa/Pennsylvania would operate unsatisfactorily at peak hour under both the proposed project and the Commercial Alternative. Further evaluation would be necessary to determine the Commercial Alternative's contribution to these intersections under cumulative conditions. Signalization of the intersections Mariposa/Mississippi and Mariposa/Pennsylvania would likely mitigate cumulative impacts (**Mitigation Measure C-2 and Improvement Measure C-1**). With this change, the average vehicle delays would improve and the intersection would operate at LOS C under 2025 Cumulative conditions.

However, cumulative impacts at 7th/Townsend and Sixteenth/Arkansas/Hubbell would likely be unmitigable under the Commercial Alternative. As previously discussed, the San Francisco Department of Parking and Traffic (DPT) has determined that a new traffic signal at the intersection of 16th/Arkansas/Hubbell would be infeasible and the new traffic signals at nearby intersections would make it easier for vehicles to turn from Arkansas and Hubbell Streets to 16th Street. As a result, these STOP-controlled approaches may not operate

with as substantial of a delay as anticipated under 2025 Cumulative conditions. The intersection of 7th/Townsend would also result in a significant unavoidable traffic impact under either the proposed project or the Commercial Alternative, due to anticipated growth by the year 2025.

The Commercial Alternative would generate about 198 net new transit trips or about 15 percent fewer transit trips than would be generated by the proposed project during the weekday PM peak hour. Similar to the proposed project, the addition of the new transit trips would not likely substantially affect transit conditions. In addition, with implementation of **Improvement Measure C-2** the Commercial Alternative would not result in significant pedestrian, bicycle, parking or loading impacts.

MITIGATION MEASURES REQUIRED TO MITIGATE ALTERNATIVE IMPACTS AND IMPROVEMENT MEASURES

The following measures, which were identified for the proposed project in this EIR and the Initial Study (indicated with an asterisk), and are described in full detail in Chapter IV, Mitigation and Improvement Measures – would mitigate some impacts identified for this alternative:

- Mitigation Measure C-1: Mariposa/Mississippi (Project)
- Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)
- Mitigation Measure 1: Construction Air Quality *
- Mitigation Measure E-1: Site Mitigation Plan, including Mitigation Measures E-1a, E-1b, E-1c and E-1d
- Mitigation Measure 2: Archeological Resources (Accidental Discovery)*
- Improvement Measure B-1: Electrical Infrastructure Visual Effect
- Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)
- Improvement Measure C-2: Pedestrian Safety
- Improvement Measure C-3: Construction Traffic
- Improvement Measure D-1: Local Air Emissions

As discussed above, further evaluation would be necessary to determine the Commercial Alternative's contribution to a number of intersections under cumulative conditions. In addition, a new mitigation measure to signalize the Mariposa/I-280 intersection would be required to reduce the alternative's impact. Thus, when compared with the proposed project, the Commercial Alternative would reduce some impacts, specifically lessening the impact to cumulative land use. However, the alternative would also result in new, unmitigable impacts to traffic.

E. ALTERNATIVES CONSIDERED BUT REJECTED

In addition to those discussed here, a number of alternatives were considered for the project but were ultimately rejected. The original project proposed at the time of the Initial Study would have provided approximately 450 residential rental and ownership units in three five-story buildings up to 65 feet in height. Approximately 10,000 gross square feet (sq. ft.) of ground-floor, neighborhood-serving retail space would have been oriented around a rectangular, publicly accessible plaza located on the northern side of the intersection of Missouri and 16th Streets. The original project concept would have included a 5 1/2-level parking structure that would have provided 478 parking spaces. Daggett Street would have been vacated and incorporated into the development as part of a building site. The previously proposed project was ultimately rejected by the project sponsor because it did not more fully maximize the potential of the currently vacant site to both provide housing near downtown while converting underutilized industrial and commercial areas to residential uses and PDR uses in the area.

Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed that would meet most of the project sponsor's objectives and where the project's environmental impacts would be substantially lessened or avoided.

● CHAPTER VII

OTHER ITEMS NOT INCLUDED IN THE INITIAL STUDY

On May 23, 2006, the Board of Supervisors adopted Ordinance 116-06, directing the City to use a CEQA Initial Study Checklist based on the form included in Appendix G of the state CEQA Guidelines.

Accordingly, the Planning Department adopted a new Initial Study Checklist, consistent with Appendix G but also incorporating additional questions specific to the urban environment of San Francisco. This new checklist includes some questions not included in the Initial Study for the proposed project, published November 6, 2004. The following discussion provides information about the proposed project's effects on those issues included in the new checklist.

TRANSPORTATION

The proposed project would not change air traffic patterns, and would not create substantial air traffic safety risks. The project would not adversely affect any LOS standards established by the San Francisco Transportation Authority. The proposed project would not include features that would conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not have unusual characteristics or particular design features that would substantially increase traffic hazards. Likewise, the proposed project would not create a significant emergency access impact because the project site would not block streets and is accessible from major streets, including 16th and 7th Streets.

NOISE

The project site is not within an airport's land use plan area nor near a private airstrip, therefore the proposed project would not subject users of the project site to airport-related noise. Pile driving is not proposed as part of the proposed project, therefore, the project would not create unusual levels of ground-borne vibration that could disturb nearby residents or businesses, and vibration impacts would be less than significant.

RECREATION

The proposed project would provide about 25,600 sq. ft. of open space in the form of courtyards for the use of building residents. In addition, the project site would include approximately 10,000 sq. ft. of privately-owned but publicly accessible open space in a corner park at Connecticut and 16th Streets, unrestricted setbacks of approximately 9,000 sq. ft., a 4,800 sq. ft. mid-block public mews, and a publicly owned 0.88 acres (38,000 sq. ft.) of open space in a portion of the Daggett Street ROW. The nearest Recreation and Park Department property is Jackson Playground, about three blocks to the southwest, between 19th, Carolina, Arkansas, and Mariposa Streets. The project would be located within walking distance of Jackson Playground. Thus, project residents would have convenient access to private and public open space. The proposed project

would not substantially increase demand for or use of the neighborhood park, or citywide facilities, such as Golden Gate Park, in a manner that would cause substantial physical deterioration. The proposed project's 408 residential units would not require the construction of new recreational facilities or the expansion of existing facilities. The proposed project's impact on existing recreational facilities would be less than significant.

UTILITIES AND PUBLIC SERVICES

As noted in the Initial Study (see Appendix A, p. 27-29), the project would not require new or substantially expanded infrastructure to maintain utilities and public services standards. Existing water supply entitlements and resources would serve project water and wastewater demand. Project solid waste would be recycled as feasible at the Norcal transfer station, with non-recyclables disposed of at the Altamont Landfill where adequate capacity exists to serve the needs of San Francisco. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. The project demand for police, fire, schools, parks, and other public services would not require new or altered governmental facilities in order to maintain acceptable performance standards.

BIOLOGICAL RESOURCES

There are no adopted habitat conservation plans applicable to the project site, nor does the site include any riparian habitat.

HYDROLOGY AND WATER QUALITY

Flooding hazards from locating housing within a 100-year flood zone would not be an issue because no portion of San Francisco is within a 100-year flood zone.

HAZARDS

The project site is not within an airport's land use plan area, nor near a private airstrip, therefore, the proposed project would not subject users of the site to related locational hazards.

MINERAL AND ENERGY RESOURCES

No mineral resources are located on or near the project site and the proposed project would have no effect on mineral resources.

AGRICULTURAL RESOURCES

No agricultural resources are located on or near the project site and the proposed project would have no effect on agricultural resources.

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CHAPTER VIII

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CHAPTER IX

COMMENTS AND RESPONSES

A. INTRODUCTION

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR, or DEIR) prepared for the proposed 1000 16th Street Urban Mixed-Use Project, and responses to those comments. Also included in this document are staff-initiated text changes.

Following this introduction, Section B contains a description of the refined Alternative B (“Preferred Project”) which was revised subsequent to the publication of the DEIR. An assessment of the Preferred Project’s environmental impacts is also presented in this section. In addition, subsequent to the publication of the DEIR, the Site Mitigation Plan (SMP) related to soils contamination was revised in September 2008 and supersedes the November 2005 SMP prepared for the project site. Revisions to the text in the DEIR have been made to reflect the updated SMP and to include a description of the complete source removal activities in Section E of this document.

Section C contains a list of all persons and organizations who submitted written comments on the Draft EIR and who testified at the public hearing on the Draft EIR held on February 21, 2008.

Section D contains summaries of substantive comments on the Draft EIR received in writing during the public comment period, from January 26 through March 10, 2008, and responses to those comments. Comments and responses are grouped by environmental topic and generally correspond to the table of contents of the Draft EIR. Where no comments addressed a particular topic or not related to environmental issues, however, those were included under General Comments. The name of the commenter is indicated following each comment summary.

Section E contains staff-initiated text changes to the Draft EIR made subsequent to publication of the Draft EIR to correct or clarify information presented in the DEIR, including changes to the DEIR text made in response to comments.

The comment letters received and the transcript of the public hearing are reproduced in Attachments 1 and 2, respectively.

Some of the responses to comments on the Draft EIR provide clarification regarding the DEIR; where applicable, changes have been made to the text of the DEIR, and are shown in double underline for additions and ~~striketrough~~ for deletions.

These comments and responses will be incorporated into the Final EIR as a new chapter. Text changes resulting from comments and responses will also be incorporated in the Final EIR, as indicated in the responses.

The Project Sponsor has refined Alternative B as analyzed in the DEIR which constitutes the Preferred Project. Discussion of the Preferred Project and comparison of impacts as identified in the DEIR are included in Section B.

Section 15088.5 of the State CEQA Guidelines requires recirculation of an EIR when “significant new information” is added to the EIR after publication of the Draft EIR but before certification. The CEQA Guidelines state that information is “significant” if “the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponents have declined to implement.” As discussed in the analysis provided in Section B, the Preferred Project would have no new significant impacts not identified in the DEIR and all mitigation measures identified in the DEIR, the Initial Study and in this comments and responses document chapter would remain the same.

B. PREFERRED PROJECT

Following publication of the Draft EIR, the Project Sponsor refined the project to conform it to the recently enacted zoning controls, including the site's current zoning of Urban Mixed Use (UMU) and Production, Distribution, and Repair, General (PDR-1-G) and 68-X height and bulk district. Conforming the project to the new Eastern Neighborhoods zoning resulted in a Preferred Project that is variations of a refined DEIR Alternative B. The Draft EIR analyzed a range of alternatives (including the 65-foot height alternative, reduced density alternative, and commercial alternative) and a No-Project Alternative as required by CEQA. A description of the Preferred Project and an assessment of its environmental impacts are discussed below.

The Project Sponsor proposes to construct three, six-story, 68-foot-tall buildings of mixed-use residential development totaling up to approximately 586,971 gross square feet (sq. ft.). The Preferred Project would generally replicate the site plan and program of Alternative B, the 65 Foot Height Alternative, analyzed in the DEIR. The 68-foot-high buildings would be consistent with the Eastern Neighborhoods Rezoning and the Urban Mixed Use (UMU) zoning district and the 68-foot height limit approved by the Planning Commission in its Eastern Neighborhood rezoning proposal and forwarded to the Board of Supervisors (BOS) on August 7, 2008. As part of the Eastern Neighborhoods Plan adoption process, the BOS introduced an amendment that rezoned the first 32 feet fronting Hubbell Street to Production, Distribution and Repair (PDR-1-G). The BOS decided to finally approve the Eastern Neighborhoods Rezoning and Area Plans Project on December 19, 2008.¹³³ The Mayor signed the legislation and it became law on January 19, 2009. The Preferred Project is similar to the DEIR Alternative B in which it would provide residential, PDR, restaurant, other commercial/retail, office, parking, corner park, and public park along the Daggett ROW, as shown on **Figure C&R 1 – Preferred Project Site Plan** and would be consistent with the PDR-1-G rezoning controls.

Under the Preferred Project, Building A would be located along Hubbell Street at the northernmost point of the site. Building B would be located on the northern half of the site, and Building C would be located at the easternmost corner of the site. As shown on **Table C&R 1 - Preferred Project Variants**, the Preferred Project consists of five possible variations of land uses that have largely been discussed in the DEIR. Please note that the Preferred Project site plan would apply to all variants. The site plan and building locations would not change, however uses would shift within the buildings as described below. The uses of the Preferred Project would consist of residential, PDR, restaurant, other commercial/retail, office, and parking as shown in Table C&R 1. Office uses were not included in Alternative B of the DEIR, however the commercial alternative (Alternative D) of the DEIR considered office, commercial, retail, and PDR, with no residential use on the site. Therefore the land uses presented in the Preferred Project variants is not considered substantial new information in the context of the range of alternatives studies in the DEIR. These variations within the Preferred Project were developed by the Project Sponsor to relate to the vision of the Eastern Neighborhoods Showplace Square/Potrero Hill Area Plan and presents variations of the land use themes in the DEIR. These uses may shift around depending on the variation and are proposed as follows:

¹³³ Information related to the Eastern Neighborhoods Rezoning and Area Plans Project is on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and is available for public review by appointment as part of the project file, in Case No. 2004.0160EMTUZ.

- Variants 1 and 2 would consist of uses shifting within Building A and would include approximately 67,114 gsf of “flexible use building space” to accommodate either (1) PDR/office/studio or general work spaces, or (2) up to 91 affordable residential units on the upper floors. These two variants would include approximately 10,480 gsf of neighborhood serving retail, approximately 5,000 gsf of restaurant space, approximately 15,964 gsf of PDR space, and approximately 11,275 gsf of business and professional services, totaling approximately 585,768 gsf. Variant 1 would include 379 and 470 residential units respectively. The variant proposing residential units on the upper floors of Building A is not feasible at this time due to the PDR-1-G zoning for this portion of the site, which would not allow housing but is included for informational purposes.
- Variants 3 and 4 would consist of uses shifted within Building C and would include approximately 67,114 gsf of space to accommodate either (1) office on the upper floors, or (2) up to 65 residential units. These two variants would include approximately 9,250 gsf of neighborhood serving retail, approximately 5,000 gsf of restaurant space, approximately 15,964 gsf of PDR space, and approximately 65,114 to 65,116 gsf of PDR-Small Enterprise Workspace (PDR-SEW), totaling approximately 584,971 to 585,971 gsf. Variant 3 and 4 would include 400 and 335 residential units respectively. PDR-SEW is principally permitted in new construction only and designed to house a range of very small flexible spaces intended for occupancy by PDR and office type tenants.
- Variant 5 would consist of approximately 15,964 gsf of PDR space only in Building A without the PDR-SEW component. This variant would also include approximately 5,000 gsf of restaurant space, and approximately 9,250 gsf of neighborhood serving retail, totaling approximately 555,857 gsf. Variant 5 would include 450 residential units.

Under all five variants, the Preferred Project would have 15,964 gsf of PDR, 5,000 gsf of restaurant, and 283 parking spaces in a two-level parking garage. In addition, the project would retain approximately 57 parking spaces along the public streets around the project site and retain 15 parking spaces on the Daggett Street ROW. Please refer to Table C&R-1 for the square footage of each use under the Preferred Project variants.

While the number of residential units would range from 335 to 470, the Proposed Project variants’ overall square footage is less than the 600,000 gsf overall square footage analyzed under Alternative B in the DEIR. Similar to Alternative B in the DEIR, the unit mix in the Preferred Project variants would include approximately 40 percent two-or more bedroom units, and up to 60 percent studio and one-bedroom units. With the exception of Variant 2, Building A along Hubbell Street with the proposed PDR and PDR-SEW use is intended to serve as a transition between the existing wholesale and office buildings located along the north side of Hubbell Street and the proposed mixed-use housing and retail project immediately to the south. In compliance with the City’s Affordable Housing Program in the Eastern Neighborhoods Rezoning and Area Plan, 20 percent of the units in the Preferred Project variants would be below market rate units.

Under all variants, Building B would be constructed around courtyards located on the podium level. The podium-level courtyards would provide approximately 25,640 square feet of private patios and common open

space for the residents. An additional 2,400 square feet of private open space in the form of decks and balconies would also be provided. Building B would be split by a 20-foot wide pedestrian mews at the ground level, extending from the Daggett ROW to the northern edge of the project site on Hubbell Street. The pedestrian mews would total approximately 4,801 square feet and would be publicly accessible. An approximately 9,784 square foot corner park would be provided at the intersection of 16th and Hubbell Streets (privately-owned but publicly accessible) and a 0.88-acres public park would be located in the one-block-long Daggett ROW, which would be retained as a one-way street. Other public open spaces along the project site include expanded sidewalk areas of approximately 9,038 square feet around the perimeter of the site.

Effect of the Preferred Project

As mentioned above, the Project Sponsor, in the process of refining the project and in working with the Planning Department, came up with variations of a refined Alternative B, referred to as the Preferred Project. At 555,857 to 585,971 gsf, the Preferred Project would be about 14,000 to 44,143 gsf smaller than the Proposed Project and Alternative B in the DEIR. The Preferred Project would be 17 feet shorter than the tallest element of the Proposed Project in the DEIR and three feet taller than Alternative B, designed to address the site's adopted height limits in the Showplace Square/Potrero Hill Area Plan. As described above, the Preferred Project variants are similar to Alternative B in which it would provide residential, PDR, restaurant, other commercial/retail, parking, business and professional services, corner park, and public park along the Daggett ROW. One of the differences between the Preferred Project and DEIR Alternative B is the shifting of uses within Buildings A or C that could occur, described previously in this section. Depending on the Preferred Project variant, the 335 to 470 residential units would decrease or increase compared to Alternative B. As shown in Table C&R-1, the Preferred Projects would not substantially alter the proposed categories of land uses, compared to Alternative B. The Preferred Project variants would have 117 fewer parking spaces than DEIR Alternative B. The Preferred Project variants would not change the land use of the project site compared to Alternative B.

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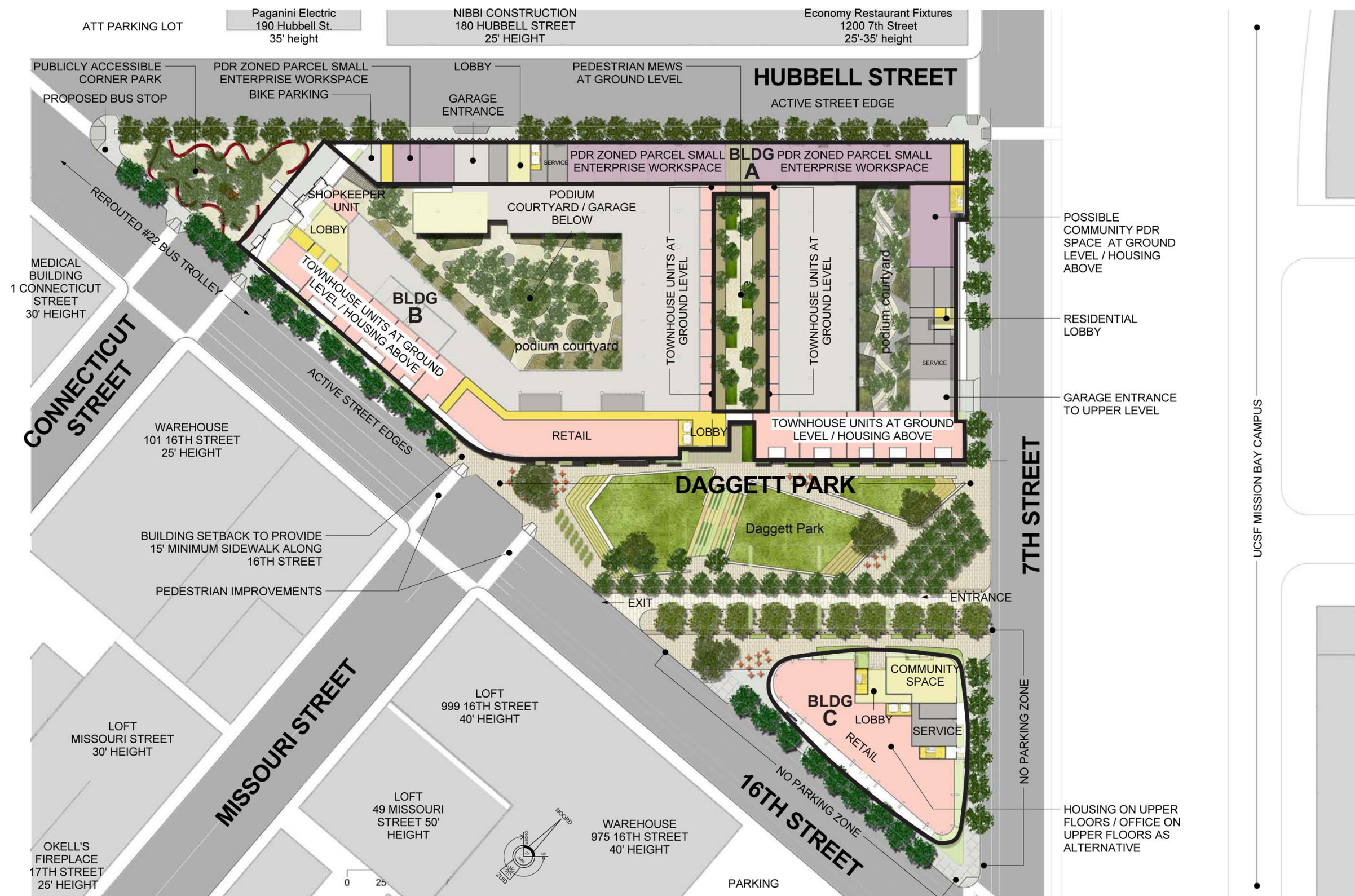


Figure C&R 1 - Preferred Project Site Plan
Source: David Baker + Partners

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Table C&R 1
Preferred Project Variants Compared to DEIR Alternative B

		Preferred Project Variants				
	[DEIR Alt B] 65-Foot Height Alt	Variant 1 ["Flex Use" Building A with office on upper floors]	Variant 2 ["Flex Use" Building A with housing on upper floors]	Variant 3 [Housing on upper floors of Building C. SEW concept in Building A pursuant to PDR-1-G along Hubbell St]	Variant 4 [Office on upper floors of Building C. SEW concept in Building A pursuant to PDR-1-G along Hubbell St]	Variant 5 [PDR space only in Building A - No SEW concept]
Residential	425,000	368,792	435,906	382,500	314,500	418,500
PDR	20,000	15,964	15,964	15,964	15,964	15,964
PDR – Small Enterprise Workspace (PDR-SEW)	0	0	0	66,114	65,114	0
Restaurant	6,000	5,000	5,000	5,000	5,000	5,000
Other Commercial/Retail	9,000	10,480	10,480	9,250	9,250	9,250
Office	0	67,114	0	0	68,000	0
Business & Professional Services	0	11,275	11,275	0	0	0
Parking	140,000	107,143	107,143	107,143	107,143	107,143
Total (gsf)	600,000	585,768	585,768	585,971	584,971	555,857
Number of Dwelling Units	408	379	470	400	335	450
Approx. no. of studio/one bdrm units	245	229	284	230	190	270
Approx. no. of two+ bdrm units	163	150	186	170	145	180
Approx. no. of BMR units	61	76	94	80	67	90
Building Height (feet)	65	68	68	68	68	68
Number of Floors	6	6	6	6	6	6
Number of Parking Spaces	400	283	283	283	283	283

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Comparison to Impacts Identified in the DEIR

The following discusses potential impacts of the Preferred Project variants related to specific environmental topics of major concern and compares those impacts to the impacts evaluated in the DEIR. The Initial Study prepared for the original proposed project determined that impacts to the following areas would be less than significant: noise, air quality, shadow, wind, utilities/public services, biology, geology/topography, water, energy/natural resources, and cultural resources, as well as some subtopics of land use, visual quality and hazards. The Preferred Project variants would not change the conclusions or impacts for noise, air quality, shadow, wind, biology, geology/topography, water, energy/natural resources. These resource areas would not be affected by the change in the Preferred Project variants' shift in square footage in use and number of housing units. The Preferred Project variants would not expose the public to greater noise or air hazards than evaluated in the DEIR. Project Mitigation Measure 1: Construction Air Quality, EN DEIR Mitigation Measure F-4: Siting of Noise-Sensitive Uses, EN DEIR Mitigation Measure F-5: Siting of Noise-Generating Uses, EN DEIR Mitigation Measure F-6: Open Space in Noisy Environments, Project Improvement Measure D-1: Local Air Emission, Project Recommended Improvement Measure 1: Interior Noise Levels would apply and would have a less-than-significant impact to air and noise. Project Improvement Measure B-1: Electrical Infrastructure Visual Effect for the relocation of electrical poles and wires to improve the visual landscape within the project area and Project Recommended Improvement Measure 1: Interior Noise Levels would also be applicable to the Preferred Project variants to further reduce interior noise levels.

The Initial Study found that impacts related to land use, population, visual quality, transportation/circulation, and hazards have been determined to be potentially significant. The Preferred Project variants would not result in additional excavation at the site. The Preferred Project variants would not change the conclusions or impact discussion for hazardous materials. Therefore Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities) as amended, Mitigation Measure E-1a: Water Management, Mitigation Measure E-1b: Air Monitoring, Mitigation Measure E-1c: Contingency Planning, and Mitigation Measure E-1d: Health and Safety Plan would apply to the Preferred Project variants and impacts would be less than significant. Similar to the original proposed project and DEIR Alternative B, the Preferred Project options would result in soil disturbance during construction. Implementation of Project Mitigation Measure 2: Archeological Resources (Accidental Discovery) to the Preferred Project variants in the event archeological resources are discovered during ground disturbance activities would result in a less-than-significant impact to undiscovered cultural resources.

All mitigation and improvement measures that would apply to the DEIR's original proposed project and the DEIR Alternative B would also apply to the Preferred Project variants. The following mitigation and improvement measures, which were identified in and described in full detail in Chapter IV, Mitigation and Improvement Measures of the DEIR – would mitigate the same impacts identified for the Preferred Project variants and would be implemented by the Project Sponsor. Mitigation measures and improvement measures identified in the Initial Study are indicated by an asterisk (*).

- Mitigation Measure C-1: Mariposa/Mississippi (Project)
- Mitigation Measure C-2: Mariposa/Mississippi (Cumulative)
- Mitigation Measure 1: Construction Air Quality*
- Mitigation Measure E-1: Site Mitigation Plan, including Mitigation Measure E-1a, E-1b, E-1c, and E-1d
- Mitigation Measure 2: Archeological Resources (Accidental Discovery) Improvement
- Improvement Measure B-1: Electrical Infrastructure Visual Effect
- Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative)
- Improvement Measure C-2: Pedestrian Safety
- Improvement Measure C-3: Construction Traffic
- Improvement Measure D-1: Local Air Emissions
- Recommended Improvement Measure 1: Interior Noise Levels*

Resource areas affected by changes to the project under the Preferred Project include land use, planning and population and housing; recreation; utilities; public services; and transportation. Therefore these topics are briefly discussed below in relation to changes as a result of the Preferred Project variants.

Land Use, Planning, and Population and Housing

Alternative B as analyzed in the DEIR would provide 20,000 gsf of PDR building space, the Preferred Project would provide less PDR space at 15,964 gsf but would provide 65,114 to 66,114 gsf of PDR-SEW for Variants 4 and 3 respectively, and approximately 11,275 gsf of business and professional services for Variants 1 and 2. The Preferred Project is within an Urban Mixed Use (UMU) district as adopted by the Eastern Neighborhoods Rezoning (EN Rezoning Project). The EN Rezoning EIR was certified in August 2008 with the Planning Commission generally adopting the EN EIR Option B/C under the EN Rezoning and Area Plan Project. The Planning Commissioner's FEIR certification was appealed to the Board of Supervisors (BOS) on September 23, 2008. The BOS upheld the adequacy and completeness of the FEIR by a vote of seven to one. The following discussion of the Planning Commission's EN Rezoning is limited to the Showplace Square/Potrero Hill planning area, where the 1000 16th Street Urban Mixed-Use project is located.

Under the EN Rezoning and Area Plans Project, use districts on a number of large parcels were proposed to be rezoned in the Showplace Square/Potrero Hill area, with most being proposed as either Urban Mixed Use (UMU) or Production, Distribution, and Repair, Design (PDR-1-D). Under the EN Rezoning and Area Plans Project, height limits are proposed to be 3 to 5 feet greater than other areas of the EN Rezoning area. The Planning Department included this 3 to 5 foot increase to allow for more flexibility in creating usable ground-floor space for PDR, retail, and non-residential uses, where such uses would be permitted. The height limit in the Showplace Square/Potrero Hill area where the subject property is located would be 68 feet under the EN Rezoning.

Similar to the original proposed project and Alternative B, the 1000 16th Street Urban Mixed-Use Preferred Project variants with the exception of Variant 3, would be consistent with the zoning proposal ultimately approved by the BOS in the EN Rezoning and Area Plan Project. As stated on page C&R-4, Variant 3 proposing residential units on the upper floors of Building A is not feasible at this time due to the PDR-1-G zoning for this portion of the site, which would not allow housing but is included for informational purposes. As stated on page 188 of the 1000 16th Street Urban Mixed-Use Project DEIR, the UMU district would “encourage transitional development patterns, and new development would be expected to be a true mix of uses – combining new housing with smaller scale retail and commercial uses and generally light PDR uses.” Retail, office (above the ground floor), light PDR, and housing would be allowed. The 68-foot tall buildings proposed under the Preferred Project would be consistent with the 68-foot height limit adopted in the EN Rezoning for the Showplace Square/Potrero Hill area. The Preferred Project would be consistent with the EN Rezoning and would also provide upper floor office space consistent with the new EN Rezoning land use controls. Unlike the DEIR’s original proposed project and Alternative B, *Zoning Map* and text amendments to reclassify height limits would not be required because the Preferred Project variants would conform to the 68-foot height limit of the EN Rezoning.

Similar to DEIR Alternative B, the corner and ROW parks proposed as part of the Preferred Project variants would provide open space accessible by workers, residents and visitors, thereby meeting the Showplace Square Area Plan’s open space objectives. The EN Streets and Open Space concept identifies the project vicinity as an area to “acquire and develop sites for open space or parks in the general vicinity”.¹³⁴ The Preferred Project variants would provide a publicly accessible corner park at 16th and Hubbell Streets, and a 0.88-acre public park in the Daggett ROW as shown on Figure C&R 1.

Unlike the original proposed project and Alternative B in the DEIR, 20 percent of residential units in the Preferred Project variants would be below market rate units in compliance with the City’s Affordable Housing Program for Eastern Neighborhoods. Similar to the DEIR’s original proposed project and DEIR Alternative B, the Preferred Project would be consistent with the Showplace Square/Potrero Hill Area Plan, particularly those related to land use, housing, open space and urban design. The Preferred Project would place housing and a mix of other complementary uses within a zoning district where housing is specifically envisioned, and would provide a range of dwelling unit types and sizes.

As described above, the BOS generally adopted the EN Rezoning Option B/C. The 1000 16th Street Urban Mixed-Use Project DEIR anticipated potential changes to the EN Rezoning Project shift to Option C. As stated on pp. 7, 83-84, and 182-183, the 1000 16th Street Urban Mixed-Use Project DEIR identified a significant cumulative land use impact should the BOS adopt Option C under the EN Rezoning and Area Plan Project. The DEIR also states on pp. 182 - 183 that “under Rezoning Options A and B, enough land would be available for potential PDR use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site to potential PDR uses in the future. However, under Rezoning Option C and the “No Project” scenario, the loss of the majority of the project site from the total stock of land available for

¹³⁴ San Francisco Planning Department, *Showplace Square/Potrero Hill Area Plan*, December 2008. Streets and Open Space Concept Map, p. A3.

PDR use would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset by substantial availability of such land elsewhere.” The DEIR identifies a significant cumulative land use impact if either the Option C or “No Project” rezoning scenarios of the EN Plan were selected. Because the BOS generally adopted Option B/C in the EN Rezoning, the Preferred Project would contribute considerably to cumulative land use impacts. The DEIR identifies this significant and unavoidable cumulative land use impact and is therefore not considered substantial new information. Please refer to Section E of this C&R document for Staff-Initiated Text Changes to the DEIR related to the EN Rezoning Preferred Project.

Under the Showplace Square/Potrero Hill Area Plan, the project site is within an area envisioned to serve primarily as a residential neighborhood supported by neighborhood and transit-oriented commercial development (including PDR uses). The Preferred Project variants, like DEIR Alternative B and the original proposed project in the DEIR, would provide a mixed-use development consistent with the primary objectives of the EN Rezoning and would not result in a significant impact on the existing character of the project vicinity.

The DEIR’s original proposed project and DEIR Alternative B population was based on a household density factor of between 1.35 and 2.22 persons per dwelling unit. Using the same methodology, the Preferred Project variants are estimated to accommodate between 452 and 1,043 people, contributing between 335 to 470 units to the City’s housing stock. The potential 335 to 470 units under the Preferred Project variants would offset housing demand from the employment related to the project. Approximately 20 percent of the housing units for the Preferred Project variants would be affordable, and in compliance with the City’s Affordable Housing Program for the Eastern Neighborhoods. The EN Rezoning Project estimates approximately 2,635 new units in the Showplace Square/Potrero Hill Plan Area. The potential 335 to 470 units under the Preferred Project variants would fall within this forecasted residential growth neighborhood over 20 years.¹³⁵

Using the same methodology in the Initial Study and DEIR, the Preferred Project variants would be expected to include between approximately 81 to 492 retail, restaurant, PDR, and office employees.¹³⁶ Approximately 16 parking, janitorial, building maintenance and management employees are expected, similar to the original proposed project.¹³⁷ Therefore the Preferred Project variants would include a total of 97 to 508 new employees. The original proposed project and Alternative B estimated a total of approximately 110 employees. The Preferred Project variants would include approximately the same number to 398 more employees. Project construction employment is estimated to be 185 people at the peak of construction,

¹³⁵ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Draft Environmental Impact Report*, June 30, 2007. Planning Department Case No. 2004.0160E. Table 2, p. 34.

¹³⁶ Based on: standard multiplier of 350 sq. ft. per retail employee, standard multiplier of 276 sq. ft. per office employee based on San Francisco Planning Department Transportation Analysis Guidelines, a standard multiplier of 395 sq. ft. per PDR employee. The 395 sq. ft. /PDR employee was used in the 2005 study by EPS (Economic and Planning Systems, *Supply/Demand Study for Production, Distribution and Repair (PDR) in San Francisco’s Eastern Neighborhoods*, 2005. Available on the Internet at: http://www.sfgov.org/site/planning_index.asp?id=25364#background)

¹³⁷ The estimated number of on-site employees was provided by the project sponsor.

similar to the original proposed project.¹³⁸ Even if these employees were to represent all new residents to the City, the project would not result in a substantial contribution to overall housing demand, and would not be considered significant. As stated on p. 165 of the DEIR, while the increase of residents and employees would be noticeable to neighbors, these levels are common and accepted in high-density urban areas such as San Francisco. Further, such growth on the project site and within its vicinity is anticipated in the EN Rezoning and Area Plans Project.

Similar to the original proposed project and Alternative B in the DEIR, it is expected that some workers employed on the project site would choose to live in San Francisco. In addition, some new jobs would be filled by individuals who already live and work in the City; those who live in the City but who were previously not employed or who worked outside the City; those who live in the surrounding communities; or those unable to afford to reside in the City. The Preferred Project variants do not have unusual labor requirements, and therefore it is expected that project construction would meet its need for labor within the regional labor market for construction projects in San Francisco without attracting construction labor from areas beyond the region's borders.

Similar to the original proposed project and Alternative B analyzed in the DEIR, while the increase in numbers of residents and employees on the project site would be noticeable to neighbors, these levels are common and accepted in high-density urban areas such as San Francisco. In addition, such growth on the project site and within its vicinity is anticipated in the EN Rezoning Plan. Under the Showplace Square/Potrero Hill Area Plan, the UMU district would serve as transitional areas between established residential neighborhoods and areas intended for PDR and other business activities. The residential use at the project could also address job/housing balance with employment generating uses at nearby Mission Bay. Therefore, as stated on p. 166 of the DEIR, the project would introduce change from industrial to medium density residential use and induce a small amount of growth within the City. Given the proposed EN Rezoning Plan, this growth would be concentrated within locations identified as appropriate for housing.

The Preferred Project variants' individual land use, planning, and population and housing effects are similar to those reported in the DEIR and therefore less than significant, with exception of the project's considerable contribution to cumulative land use effects as stated above.

Visual Quality and Urban Design

The Preferred Project variants would have visual effects similar to DEIR Alternative B in urban form, neighborhood character, and views. The Preferred Project variants would have the same design and visual character as Alternative B, and would also have three buildings of uniform height. Therefore visual effects on the street level would be similar to Alternative B. Unlike Alternative B, the Preferred Project's buildings would be approximately 68 feet, instead of 65 feet in height. Please see **Figure C&R 2 – View A: Looking South from Interstate 280**, **Figure C&R 3 – View B: Looking East from Hubbell and 16th Streets**, **Figure C&R 4 – View C: Looking North from the Intersection of Missouri and 17th Streets**, and

¹³⁸ Ibid.

Figure C&R 5 - Looking North from the Intersection of Missouri and Eighteenth Streets which show the Preferred Project building heights in relation to the visual simulations prepared and included for the original Proposed Project in the DEIR. Please note these visual simulations prepared for the original Proposed Project in the DEIR shows buildings that range in height from 55 to 85 feet. Visual simulations were not prepared for Alternative B as the buildings would have the same design and visual character of the original Proposed Project of the DEIR, but at a uniform height of 65 feet. Figures C&R 2 through C&R 4 therefore show the building height of the Preferred Project's 68 feet in relation to the original Proposed Project visual simulation. As previously discussed, the height limits proposed under the Preferred Project variants would be consistent with the EN Rezoning height limit of 68 feet for the Showplace Square/Potrero Hill area. The three additional feet from 65 to 68 feet would not accommodate another story, however under the EN Rezoning Project, this increase would allow for more flexibility in creating usable ground-floor space for PDR, retail, and other non-residential uses, where permitted.

The Preferred Project variants generally have the same footprint as the originally proposed project and Alternative B in the DEIR. However, the Preferred Project variants are different from the original proposed project and Alternative B in that the pedestrian mews in Building B would extend from Hubbell Street and end perpendicular to the Daggett ROW (please refer to Figure C&R 1), rather than a podium street that is aligned with Missouri Street. The following is a brief discussion of the Preferred Project variants in relation to the views analyzed in the DEIR. Similar to Alternative B, the Preferred Project's most prominent visual element would be the Daggett Right-of-Way (ROW). The ROW park (if approved by the Department of Public Works and the Port of San Francisco) would be positioned along a re-aligned Daggett Street; both the street and park would extend from 7th Street to 16th Street. Similar to Alternative B, the tree-lined plaza would be directly visible from existing residences located across 16th Street from the project. Landscaping elements, widened sidewalks, and the corner park at Hubbell and 16th Streets would visually soften the appearance of the lower levels of the buildings and add human-scale visual interest similar to DEIR Alternative B.

View A: Looking South from Interstate 280

Views of the Preferred Project variants to and from the site would be similar to Alternative B in the DEIR. Because of the similar height in buildings, drivers traveling along I-280 would continue to be able to view upper portions of Potrero Hill from most of the freeway segment that would be adjacent to the project. The hillside's natural and built form would still be visible, as shown on Figure C&R 2.

View B: Looking East from Hubbell and 16th Streets

Looking east from the intersection of Hubbell and 16th Streets as shown on Figure C&R 3, the Preferred Project variants as a whole would continue to take on a linear form, with its straight edges relating to the stretch of elevated freeway as to the surrounding buildings. Similar to the original proposed project and Alternative B analyzed in the DEIR, the Preferred Project would still appear to be substantially taller than the buildings on the opposite side of Hubbell Street.

View C: Looking North from the Intersection of Missouri and 17th Streets

Similar to the original proposed project and Alternative B in the DEIR, the Preferred Project's entrance to the Daggett ROW park would remain the focal point in views. Unlike Alternative B, the Preferred Project variants do not have a visual corridor aligned with Missouri Street. However, the Preferred Project variants propose a pedestrian mews through Building B, extending from Hubbell Street to the Daggett ROW. Similar to Alternative B, the Preferred Project would appear to relate more to the live/work buildings that begin at the mid-block area and extend to 16th Street, and which are dominant in existing views as shown on Figure C&R 4.

View D: Looking North from the Intersection of Missouri and Eighteenth Streets

Similar to the original proposed project and Alternative B in the DEIR, the Preferred Project variants would not substantially alter views of the downtown skyline from the intersection of Missouri and 18th Streets. From this vantage point, views of the skyline would be unobstructed by the Preferred Project variants as shown on Figure C&R 5.

The Preferred Project's aesthetic effects related to visual quality and urban design are similar to those reported in the DEIR and therefore less than significant.

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Figure C&R 2 – View A : Looking South from Interstate 280
Source: David Baker + Partners



Figure C&R 3 – View B : Looking East from Hubbell and 16th Streets
Source: David Baker + Partners



Figure C&R 4 – View C : Looking North from the Intersection of Missouri and Seventeenth Streets
Source: David Baker + Partners



Figure C&R 5 – View D : Looking North from the Intersection of Missouri and Eighteenth Streets
Source: David Baker + Partners

Transportation

The transportation study performed for the original proposed project summarized in the DEIR, reviewed conditions at ten (signalized and unsignalized) key intersections in the vicinity of the project site. The original proposed project and Alternative B in the DEIR only differed in height of the buildings in which the same uses were distributed within the site. The transportation study includes analyses for both the original proposed project and Alternative B with the same conclusions and mitigation measures. Due to the changes in square footage and residential unit mix for the Preferred Project variants compared to the original proposed project and Alternative B in the DEIR, Wilbur Smith Associates (WSA) prepared technical memoranda to analyze transportation impacts of the Preferred Project variants at the same key intersections.¹³⁹ The traffic analysis of the Preferred Project variants are summarized below.

Similar to the original proposed project and Alternative B, the Preferred Project variants would also result in a significant impact at Mariposa/Mississippi for the Baseline plus Project Conditions, and a significant traffic impact at the intersections of 16th/Arkansas/Hubbell and Mariposa/Mississippi under 2025 Cumulative Conditions. Similar to the original proposed project, the traffic volumes for the Preferred Project variants would not result in significant traffic impacts at the intersections of 7th/Townsend and Mariposa/Pennsylvania under 2025 cumulative conditions. Please refer to **Table C&R 2: Comparison of Mitigation and Improvement Measures** below.

Table C&R 2 Comparison of Mitigation and Improvement Measures			
Intersections	Original Proposed Project and Alternative B in DEIR	Preferred Project Variants (Variants 1-5)	Mitigation or Improvement Measure and Level of Significance After Implementation
Mariposa/Mississippi for Baseline plus Project Conditions	Significant Impact Before Mitigation	Significant Impact Before Mitigation	<i>Less Than Significant with Implementation of Mitigation Measure C-1: Mariposa/Mississippi (Project Level) DEIR page 168</i>
Mariposa/Mississippi under 2025 Cumulative Conditions	Significant Impact Before Mitigation	Significant Impact Before Mitigation	<i>Less Than Significant with Implementation of Mitigation Measure C-2: Mariposa/Mississippi (Cumulative Level) DEIR page 168</i>
Mariposa/Pennsylvania under 2025 Cumulative Conditions	Less Than Significant	Less Than Significant	<i>Improvement Measure C-1: Mariposa/Pennsylvania (Cumulative Level) DEIR page 180</i>
16 th /Arkansas/Hubbell under 2025 Cumulative Conditions	Significant unavoidable	Significant unavoidable	<i>Significant Unavoidable (Cumulative Level) No feasible mitigation DEIR page 120</i>

¹³⁹ The technical memoranda are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file. The memo dated September 5, 2008 analyzed B-1 and B-2 (Variants 1 and 2 respectively) and the memo dated January 27, 2009 analyzed B-3 and B-4 (Variants 3 and 4 respectively). The land use program for Variant 5 falls within what was analyzed for Variant 4 (20 less residential units, and no Business and Professional Services gsf) and was determined not to need additional analysis by the Planning Department.

Similar to the original proposed project, the Preferred Project variants would have a significant, unavoidable traffic impact at the 16th/Arkansas/Hubbell intersection under the 2025 cumulative scenario. As stated on DEIR page 120, mitigation for this intersection under the 2025 cumulative scenario is infeasible because the potential mitigation itself would present additional traffic impacts. Similar to the original proposed project and Alternative B, the Preferred Project variants would have a significant contribution at this location and would result in a significant and unavoidable impact. The Preferred Project variants would not result in a change in Level of Service (LOS) and no change in delay at the key intersections compared to the original proposed project and Alternative B under the Baseline plus Project Conditions and Baseline and Cumulative Conditions.¹⁴⁰

Under the UMU and PDR-1-G zoning, there is no minimum parking requirement for residential and non-residential uses. However, a maximum of up to 0.75 spaces per studio/one bedroom unit and one space per two-bedroom or larger is permitted. Under the zoning, a maximum of one space per 1,000 sf of office, one space per 200 sf of restaurant, and one space per 1,500 sf of PDR/SEW is also permitted. The Preferred Project variants would provide approximately 283 parking spaces in a two-level parking garage, less than the maximum allowed parking for all variants. In addition, the Preferred Project variants would retain an additional 57 parking spaces along the public streets that surround the property, and retain 15 spaces along the Daggett Street ROW.

As stated on DEIR page 122, transit ridership is anticipated to increase citywide by about 20 percent over baseline conditions. Muni's standard for capacity utilization (riders as a percentage of capacity) is 85 percent or lower. As stated on DEIR page 122, under all rezoning options in the Eastern Neighborhoods Rezoning and Area Plans, overall capacity utilization on many lines would exceed Muni's 85 percent thresholds. However, for subarea cordon lines within Showplace Square/Potrero Hill, capacity utilization would remain below the 85 percent threshold under all rezoning options. Similar to the original proposed project, while capacity utilization would likely exceed 85 percent on some lines that traverse Showplace Square/Potrero Hill, such exceedances would not be directly attributed to the Preferred Project variants. As such, the project's contribution to future cumulative transit capacity exceedances would not be considerable.

Effects of the Preferred Project variants related to pedestrian and bicycle conditions, and loading would also be less than significant, as analyzed in the DEIR for the original proposed project and Alternative B. Similar to the original proposed project and Alternative B, pedestrian trips could be accommodated on the sidewalks surrounding the site and would not substantially affect pedestrian operations along the nearby sidewalks and crosswalks. Improvement Measure C-2 identified in the DEIR on page 123 would be applicable to the Preferred Project variants and would increase pedestrian safety in the area by facilitating safer street crossing conditions. Improvement Measure C-3 identified in the DEIR on page 127 would be applicable to the Preferred Project variants to reduce traffic congestion caused by construction-related vehicles.

¹⁴⁰ Tables 5 and 6 of the technical memoranda dated September 5, 2008 and January 27, 2009. The technical memoranda are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file.

The Preferred Project's transportation impacts are similar to those reported in the DEIR for the original proposed project and Alternative B. Mitigation Measure C-1, Mitigation Measure C-2, Improvement Measure C-1, Improvement Measure C-2, and Improvement Measure C-3 would apply to the Preferred Project variants similar to the original proposed project. No new significant impacts or mitigation measures have been identified for the Preferred Project variants.

Recreation

The Preferred Project variants would provide about 25,640 square feet of open space in the form of courtyards for the use of building residents as well as approximately 2,400 square feet of private open space in the form of decks and balconies. In addition, the project site would include approximately 9,784 square feet of privately-owned but publicly accessible open space in a corner park at Hubbell and 16th Streets, and a 0.88 acre public park in the Daggett Street ROW. The nearest Recreation and Park Department property is Jackson Playground, about three blocks to the southwest, between 19th, Carolina, Arkansas, and Mariposa Streets. The project site is within walking distance of Jackson Playground. Thus, project residents would have convenient access to private and public open space. The Preferred Project variants would not substantially increase demand for or use of the neighborhood park, or citywide facilities, such as Golden Gate Park, in a manner that would cause substantial physical deterioration. The recreational demand would be offset by the open space provided on-site. The Preferred Project's combined open space in the form of courtyards, corner park, and public park (Daggett ROW) would address the open space needs and "green connector streets" as set forth in the EN Open Space concept. The Preferred Project's potential 335 to 470 residential units would not require the construction of new recreational facilities or the expansion of existing facilities. Similar to the original proposed project, the Preferred Project variants' impact on existing recreational facilities would be less than significant.

Public Services and Utilities

The Preferred Project variants would incrementally increase demand for, and the use of public services, utilities and energy on the site as well as an increase in water consumption. However, similar to the original proposed project, neither demand for public services nor water consumption would exceed amounts expected and already provided for in the project area, and there would not be any measurable impact on public services or utilities.

San Francisco's solid waste is disposed of at the Altamont Landfill in Alameda County. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste well into the future. Similar to the original proposed project, the solid waste associated with the project construction and operation of the Preferred Project variants would not substantially affect the projected life of the landfill, and no significant impacts would occur.

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. No major new sewer construction would be needed to serve the project site. Similar to the original proposed project, removal of existing concrete pads, along with proposed landscaping would

reduce the amount of impervious surface, lessening storm water runoff. The Preferred Project variants would have little effect on the total wastewater volume discharged through the combined sewer system, would not result in substantial increase in demand for wastewater treatment, and therefore would not result in a significant impact.

The Preferred Project variants, similar to the original proposed project would increase the need for police and fire protection services, as the site is currently vacant. Similar to the original proposed project, the Preferred Project would increase the number of police and fire calls received from the area, however, the increase in demand would not be substantial enough to require any new or additional infrastructure. Therefore impacts would be less than significant.

Similar to the original proposed project, the Preferred Project would generate new students. As stated in the Initial Study, page 28 (Appendix A of DEIR) declining school enrollments in the San Francisco Unified School District and the obligation of the Mission Bay Project Sponsor to provide a new school, the existing and anticipated schools would be able to accommodate new students generated by the Preferred Project variants, and therefore less than significant.

The Preferred Project variants would increase demand for the use of public energy services, but not in excess of amounts expected and provided for this area. Similar to the original proposed project and as stated in the Initial Study, page 29 (Appendix A of DEIR), the Preferred Project variants generated demand for electricity would be negligible in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, energy demand associated with the Preferred Project variants would be less than significant.

The Preferred Project variants would incrementally increase the demand for water in San Francisco. As with the original proposed project, the Preferred Project would incorporate water conserving measures such as low flow toilets and shower heads, as required by the California State Building Code section 401.0(c). The projected water consumption for the project site is included in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000*, and an adequate water supply would be available for the Preferred Project variants. Therefore, water demand effects would be less than significant.

Conclusion

The Preferred Project's effects would generally be similar to those described in the DEIR and would not result in any new significant impacts, or impacts substantially greater than those identified in the DEIR. The Preferred Project variants do not result in a substantial increase in severity of an impact, or identify a new feasible alternative or mitigation measure that would lessen the environmental impact of the project that the project sponsor is unwilling to adopt. All mitigation and improvement measures applicable to the DEIR original proposed project and Alternative B would also be applicable to the Preferred Project variants and are listed on pages 168-181 of the DEIR. As is discussed above, this Comments and Responses document does not provide "significant new information" as defined in CEQA Guidelines Section 15088.5(a)(1)-(4), and

recirculation of the EIR is therefore not required in advance of certification of the Final EIR as complete in accordance with CEQA, pursuant to Guidelines Section 15090.

C. LIST OF PERSONS COMMENTING

The following individuals submitted written comments during the public comment period of January 26, 2008 through March 10, 2008. There were no speakers at the public hearing on February 21, 2008 on the 1000 16th Street Urban Mixed-Use Project. Two letters were received after the end of the public comment period, but were accepted by the San Francisco Planning Department.

WRITTEN COMMENTS

State Agencies

Lisa Carboni, District Branch Chief, California Department of Transportation, letter, March 12, 2008.

Mark Piros, Unit Chief, Northern California Coastal – Cleanup Operations Branch, California Department of Toxic Substances Control, letter, March 13, 2008.

City Agencies

Captain William Mitchell, letter, February 6, 2008.

Organizations and Individuals

John Marin, letter, March 3, 2008.

William Spencer, William Spencer Company, letter, February 4, 2008.

D. SUMMARY OF COMMENTS AND RESPONSES

GENERAL COMMENTS

Comment

“Specifically, the size of the project. This is too many units, with too many cars. There is nothing comparable in the neighborhood, so the city infrastructure is not in place to handle a project of this size.

A project of this size needs to be located closer to downtown, with transportation, retail, and other residential infrastructure already in place. Re-zoning this area to a mish-mash of large-scale residential/industrial seems like ill-conceived urban planning...

I am happy that the vacant lot will be developed, just not to the currently proposed scale. I buy Mayor Newsom’s “Vancouverization” of SF, but that concept needs to be focused, just like Vancouver. A project of this proposed size in this location I have to oppose.” (*John Marin, Individual*)

Response

The comment is an overall opinion of the project, rather than a specific issue regarding the adequacy or completeness of the DEIR. However, in response to the number of units and cars, potential project impacts to land use and the Eastern Neighborhood rezoning effort, and transportation are addressed in Chapter III.A and Chapter III.C respectively of the DEIR. Impacts to utilities and public services are addressed in the DEIR, Appendix A, p. 27-29 and also on page C&R-262. The proposed project is located in the Eastern Neighborhoods Rezoning and is covered within the Plan Area (EN DEIR) which anticipates this growth. In addition, the project is consistent with the zoning controls as adopted as part of the Eastern Neighborhoods Rezoning. One of the project objectives as stated on p. 65 of the DEIR, is “to accommodate a portion of the demand for new housing close to employment centers such as downtown and Mission Bay, retail services, cultural institutions, and regional transportation.” Comments regarding the merits of the project will be considered by the San Francisco Planning Commission and other decision-makers during the project approval process.

Comment

“Please note we own property across the street 190 Hubbell Street and 455 Irwin Street. We are opposed to the 1000 16th Street project. 400 units are excessive and the area is industrial and should stay so.” (*William Spencer, William Spencer Company*)

Response

This comment expresses the commenter’s opinion rather than the adequacy or accuracy of the DEIR. The proposed 400 units and the Preferred Project would be consistent with the Eastern Neighborhoods zoning and controls. Specific environmental effects associated with the development of a mixed-use project have been analyzed within the DEIR’s topical sections (e.g. land

use, visual quality, transportation, etc.). Comments regarding the merits of the project will be considered by the San Francisco Planning Commission and other decision-makers during the project approval process.

TRANSPORTATION¹⁴¹

Comment

“The DEIR provides an overall intersection Level of Service (LOS) for each of the 12 study intersections. However, the measures of effectiveness (MOE) for the overall intersection typically do not adequately describe the operation and may actually mask a deficient condition on one or more approaches. Therefore, MOEs for intersections need to be determined and reported for each approach leg. In particular, we are interested in the Mariposa/I-280 off-ramp and Marposa/I-280 on-ramp intersections. In addition, we consider LOS alone to be an inadequate MOE for describing traffic operational conditions. LOS may be used as a secondary MOE. For intersections, however, the accepted MOEs used by the Department include, flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio.”
(Lisa Carboni, Caltrans)

Response

As stated on p.103 of the DEIR, a transportation study was conducted by Wilbur Smith Associates (WSA) for the proposed project and available for review as part of the project file at the San Francisco Planning Department. The methodology used in the transportation study is consistent with the San Francisco Planning Department’s *2002 Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)* which all transportation studies within the City are required to follow. *SF Guidelines* do not include queuing analysis as part of the traffic impact analysis requirements. Hence, this analysis was not included in the transportation study. Please note that as stated on page 4-11 of the transportation study that the new southbound approach of the Mariposa/I-280 off-ramp and signalization and reconfiguration of the Mariposa/I-280 on-ramp to include a new dedicated through lane for the westbound approach were assumed for the analysis of the 2025 Cumulative Conditions.

The operating characteristics of the intersections are described by the concept of LOS. Overall LOS based on average delay per vehicle is used by the San Francisco Planning Department to determine impacts, rather than the MOE measurements for each approach leg, as suggested by the commenter. Intersection LOS analysis methodology is specified in the *2002 Transportation Impact Analysis Guidelines*. As stated on p. 107 of the DEIR, both signalized and unsignalized intersections of the

¹⁴¹ Wilbur Smith Associates (WSA) prepared technical memoranda to analyze transportation impacts of the Preferred Project variants at the same key intersections as the original proposed project and Alternative B of the DEIR. The memoranda are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file. The memo dated September 5, 2008 analyzed B-1 and B-2 (Variants 1 and 2 respectively) and the memo dated January 27, 2009 analyzed B-3 and B-4 (Variants 3 and 4 respectively). The land use program for Variant 5 falls within what was analyzed for Variant 4 (20 less residential units, and no Business and Professional Services gsf) and was determined not to need additional analysis by the Planning Department.

project study area were evaluated using the *2000 Highway Capacity Manual (HCM)* methodology. Detailed calculations of the project study area are appended to the transportation study. For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented in Tables 2, 3, and 4 in the DEIR. For unsignalized intersections, the average delay and LOS operating conditions are calculated by approach and movement, for those movements that are subject to delay. A technical memo was prepared by WSA for the Preferred Project variants and available for review as part of the project file. Based on the analysis it was found that the impacts from the Preferred Project variants would be similar to those under the original Proposed Project conditions. Additionally, the same mitigation measures would apply to the Preferred Project variants as the ones proposed under the original Proposed Project in the DEIR.

The two intersections noted by the commenter are included as part of the mitigation program for the Mission Bay development currently being constructed by the Catellus Development Corporation. Planned improvements at the intersection of Mariposa Street and I-280 northbound off-ramp include widening of the off-ramp to provide for an additional travel lane, while improvements at the intersection of Mariposa Street and the I-280 southbound on-ramp include signalization of this currently unsignalized intersection. The objective of these improvements is to improve capacity, traffic operating conditions, and safety at the I-280 ramps as they intersect with Mariposa Street at the southern edge of the Mission Bay development site.

The operational analysis of the planned improvements were submitted for review and approval by Caltrans District 4 in 2007. The report included a detailed assessment of the planned improvements, and includes comparison of various measures of effectiveness such as delay, queue lengths for AM and PM conditions for future year 2030 conditions. The Catellus Urban Construction, Inc is currently working with Caltrans to finalize Caltrans' Encroachment Permit Application (04-SF-280-6.5, 08-0401) to construct improvements at the ramps.

Comment

“On page 19 in Table 5, the 2025 cumulative volumes for the intersections of Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections are significantly higher than existing volumes. Please explain the reasons for the amount of increases shown in the table. Table 5 also shows the project contribution to the cumulative volumes as relatively small at the Marposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections. Please explain how these trips were distributed.” (*Lisa Carboni, Caltrans*)

Response

The commenter refers to page 19, which is the Summary Chapter in the DEIR. However, Table 5 is on page 119 of the DEIR. As stated on p. 117 of the DEIR, the 2025 cumulative conditions used the San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting

model. This approach takes into account the anticipated development expected in the vicinity of the proposed project, plus the expected growth in housing and employment for the remainder of San Francisco and the region. Within San Francisco, the Planning Department adjusted the forecasts to account for known and projects planned and in review, plus to factor ongoing area-wide planning efforts (including the Eastern Neighborhoods rezoning project). The cumulative volumes for the intersections of Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections shown on p.119 in Table 5 are higher than existing volumes due to the analysis taking into account cumulative growth in the area. The 2025 cumulative volumes includes anticipated future development traffic volumes, including traffic related to the Mission Bay project.

Consistent with the 2002 *SF Guidelines*, the traffic analysis evaluated the impact of the proposed project for the baseline and 2025 cumulative weekday peak hour. Trip distributions and calculations are presented in the transportation study, and were based on existing traffic patterns observed in the field. In addition, the trip distribution was also based on the distribution patterns provided in the *SF Guidelines*, which included trips entering and exiting the project area to and from the four Superdistricts in San Francisco, the East Bay, the North Bay and the South Bay. As shown in Table 5, p. 119 of the DEIR, the project volume at the Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections would be 60 and 72 respectively, and the 2025 Cumulative project contribution to the Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp would therefore be 2.4% and 2.9% respectively.

Comment

“On page 107, the report indicates under existing conditions, the Mariposa/I-280 on-ramp meets the Department’s signal warrant. Please provide count data to support this claim.” (*Lisa Carboni, Caltrans*)

Response

As stated on p. 107 of the DEIR, the Mariposa/I-280 on-ramp currently operates under unsatisfactory conditions since the worst approach at each intersection operates at LOS F. Table 2 on p. 108 of the DEIR shows that the Mariposa/I-280 on-ramp has an existing and baseline delay of over 50 seconds per vehicle, which translates into LOS F. Traffic counts to support the conclusions in the DEIR, including data to support the conclusion that traffic counts meet signal warrants at the Mariposa/I-280 on-ramp, are included at the end of Appendix D, Intersection LOS Analysis pages 1-1 to 12-1 in the transportation study prepared by WSA, dated July 27, 2006. In addition, a signal warrant analysis as part of the transportation study was prepared by WSA for the Mariposa/I-280 on-ramp and available for review as part of the project file at the San Francisco Planning Department. The analysis shows that the peak hour warrant requirements are met by this intersection. This intersection is unique in that the Mariposa Street westbound (WB) approach is an uncontrolled approach, whereas the eastbound (EB) approach is a stop controlled approach. As part of the signal warrant analysis, the Mariposa Street EB approach was considered to be a minor street and the WB approach was considered to be a major street. The EB and WB approach has two approach lanes

with the EB (minor street) approach carrying 703 vehicles per hour and WB (major street) approach carrying 794 vehicles per hour. The peak hour warrant has a minimum threshold of 150 vehicles per hour for the minor street and 600 vehicles per hour for the major street traffic. The minimum threshold levels are exceeded for this intersection meeting the peak hour warrant. The DEIR summarizes the results of the transportation study prepared for the proposed project and formed the basis for the analysis.

Comment

“On page 114, please provide a table of trip generation calculations and please explain how the modal split of 63 percent auto trips, 19 percent transit trips, and 18 percent walk trips were derived.” (*Lisa Carboni, Caltrans*)

Response

The mode split methodology is described in detail in Chapter 3 of the WSA transportation study. Mode split information is based on 2000 U.S. Census journey-to-work data for Tract #227 and from the 2002 *SF Guidelines* person-trip generation for residential, retail, restaurant and (PDR) light industrial spaces made by residents, employees, and visitors. As stated on p. 114 of the DEIR, the majority of the residential work trips during the weekday PM peak hour would travel within San Francisco (75 percent), with smaller percentages to and from the South Bay, East Bay, North Bay and outside the region. The retail, restaurant, and PDR work trips would be relatively evenly distributed throughout San Francisco and the region. These distribution patterns were used as the assumed basis for assigning project-related vehicle trips to the local and regional roadway network and transit-trips to the local and regional transit operators. Trip generation by mode split are calculated based on that information and shown in the transportation study, Table 3-5 on page 3-4, as well as in the technical memos prepared by WSA for the Preferred Project variants.¹⁴²

Comment

“On page 115, when analyzing traffic impact, please include existing and cumulative conditions to ensure projects in the vicinity of the proposed site are considered when analyzing traffic impacts.” (*Lisa Carboni, Caltrans*)

Response

As stated on p. 117 of the DEIR, the 2025 cumulative conditions used the San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model. This approach *takes into account the anticipated development expected in the vicinity of the proposed project* (emphasis added), plus the expected growth in housing and employment for the remainder of San Francisco and the region. Within San Francisco, the Planning Department adjusted the forecasts to account for known and

¹⁴² The technical memoranda are on file with the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, and are available for public review by appointment as part of the project file. The memo dated September 5, 2008 analyzed B-1 and B-2 (Variants 1 and 2 respectively) and the memo dated January 27, 2009 analyzed B-3 and B-4 (Variants 3 and 4 respectively).

projects planned and in review, plus to factor ongoing area-wide planning efforts (including the Eastern Neighborhoods rezoning project). The 2025 cumulative volumes take into account traffic related to the Mission Bay project. Pages 107 and 108 of the DEIR describe existing and baseline conditions of the intersections analyzed for the original proposed project. Traffic impacts of the original proposed project and 2025 cumulative conditions are analyzed in p. 115-121 of the DEIR and in the technical memos prepared by WSA for the Preferred Project variants and takes into consideration anticipated development in the vicinity of the project site.

Comment

“References were made in the DEIR regarding alternative vehicle options available to future residents including bicycle and transit alternatives. To further decrease vehicle trip generation, we suggest the following.

1. Provide adequate lighting at the undercrossings of I-280 on 16th Street to increase pedestrian safety. This is especially important because pedestrians and bicyclists who travel along 16th Street have to navigate with automobile flow and the railroad crossings (Caltrain). In addition, 16th Street is also the most direct path in accessing the MUNI's T 3rd Street light-rail stations (Gene Friend Station & Mariposa Street Station) which are approximately 0.5 miles away.
2. Consider redesigning the pedestrian crossing at the 16th/7th/Mississippi Street intersection to provide a safer environment and easier access to MUNI's T 3rd Street light-rail stations. Presently "at the three-way STOP-controlled intersection of 16th/7th/Mississippi, pedestrians were observed to have difficulty crossing at all approaches at this intersection since the westbound approaches do not stop." (pg 110) It should also be noted that the intersection is skewed causing vehicles to turn from westbound 16th Street to 7th Street at relatively high speed. As a pedestrian safety countermeasure, consider using ladder-style striping for the crosswalk at this location and installing signs to warn motorists of pedestrians. The use of ladder-style striping will help improve visibility of the crosswalk.” (*Lisa Carboni, Caltrans*)

Response

The comment is noted. As stated on p. 124 of the DEIR, no significant impacts to pedestrians under site-specific, cumulative, or area-wide conditions were identified; therefore no mitigation measures were necessary for the original proposed project and Preferred Project variants. However, Improvement Measure C-2 on p. 180 of the DEIR would include coordination with the Department of Parking and Transportation to paint the intersection of 16th and Connecticut Streets to further improve pedestrian safety when crossing 16th Street. Pedestrian safety mitigation measures were included as part of the Mission Bay project. Specifically, Mitigation Measure E.47f of the Mission Bay project requires the Mission Bay Project Sponsor to install appropriate street lighting to provide pedestrians and bicyclists with a greater sense of safety to and from Mission Bay.

A traffic signal and other intersection upgrades were installed at the intersection of 16th/7th/Mississippi Streets as part of the Mission Bay (South) Redevelopment project. This intersection is no longer a three-way STOP-controlled intersection as reported by the commenter. In addition to the traffic signal, the following approaches have been restriped: northbound dedicated right-turn lane has been changed to a through-right turn lane; southbound through-left turn lane has been changed to a dedicated left-turn lane; eastbound left-through-right lane has been changed to a through-left-turn lane and a through-right turn lane; and westbound left-through-right lane has been changed to a through-left turn lane, a through lane, and a dedicated right-turn lane. Pedestrian crosswalks are clearly marked and controlled by signals. No substantial adverse effect is anticipated at this intersection due to the increased traffic from the original proposed project and Preferred Project variants. As stated on p. 123 of the DEIR, Improvement Measure C-2 would increase pedestrian safety by facilitating safer street conditions, and further reduce the effects of a less-than-significant impact.

Comment

“Any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the [California] Department [of Transportation]. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E” (*Lisa Carboni, Caltrans*)

Response

The comment is noted. No work in a State ROW is anticipated. The project sponsor would comply with applicable regulatory and permitting requirements. Approval and implementation actions are listed under “Project Approvals and Schedule” on pages 67 and 68 of the DEIR.

Comment

“Increased traffic: A large-scale development in this location will increase traffic congestion considerably. Residents will need to drive everywhere for their basic needs since this is essentially an industrial neighborhood, resulting in increased traffic throughout the city. Some increase in traffic in the immediate neighborhood is fine, but not to the extent that 408 dwelling units would entail.” (*John Marin, Individual*)

Response

Potential project impacts related to traffic were analyzed as part of the transportation study prepared by WSA and incorporated into Chapter III.C, Transportation of the DEIR. The transportation study studied intersections in the project vicinity. Results of the intersection analysis are presented in

Tables 3, 4 and 5 of the DEIR and in the technical memos prepared by WSA for the Preferred Project variants.¹⁴³ As stated on page 115 of the DEIR, no significant unavoidable traffic impacts would occur at the intersections studied as a result of the proposed project for baseline plus project conditions. However, the proposed project and Preferred Project variants would have a significant, unavoidable impact under 2025 cumulative conditions at 16th/Arkansas/Hubbell. The findings of significant impacts are subject to final determination by the Planning Commission as part of the EIR certification process. If the original proposed project or Preferred Project variant is approved, the Planning Commission would be required to adopt a “Statement of Overriding Considerations”.

Comment

“The area is bounded by busy, single-lane streets. Also, the westbound traffic on 16th Street tends to move very fast, since two lanes narrow to one just after the Seventh Street intersection. Cars frequently race each other to the single lane merge. Cars also travel very fast on Seventh Street, another single-lane street.” (*John Marin, Individual*)

Response

The commenter specifically refers to 16th Street and 7th Street. As stated on p. 105 of the DEIR, 7th Street has one southbound lane, one northbound lane, and a bicycle lane. As stated on p. 106 of the DEIR, 16th Street in the vicinity of the project site has one westbound lane, one eastbound lane, and bicycle lanes. The intersections analyzed in the transportation study include 16th and 7th Streets in the project vicinity and potential impacts from the project are analyzed in Chapter III.C, Transportation of the DEIR. No conflicts were identified as a result of the proposed project. The proposed project and Preferred Project variants would include bulbouts, which are traffic calming features at both Connecticut and Missouri Streets pedestrian crosswalks. The posted speed limit on 16th and 7th Streets is 25 miles per hour. While speeding is not an environmental issue and not analyzed in the DEIR, the San Francisco Municipal Transportation Agency (MTA) has a Traffic Calming Program. The MTA’s Traffic Calming Guidelines specify how streets are eligible for traffic calming programs.

Comment

“Increased traffic mix: Being an industrial neighborhood, there is a large amount of truck traffic, and increasing the number of passenger cars entering and exiting 16th, 7th, and Hubbell Streets will negatively impact the truck traffic flow. Cor-Q-Van, Wo Chong Tofu, Economy Restaurant Fixtures, and the AUT truck yard are all truck intensive companies, directly across the streets surrounding the proposed project.” (*John Marin, Individual*)

Response

As stated on p. 81 of the DEIR, the proposed project would introduce residential uses above ground floor PDR across the street from predominantly light industrial/warehouse uses on Hubbell Street,

¹⁴³ Ibid.

including loading functions for Economy Restaurant Supply, that could create potential land use conflicts. The site has been designed to minimize such land use conflicts via the following design features: the pavement striping plan for Hubbell Street would maintain a zone prohibiting either parking or loading directly opposite the loading area for Economy Restaurant Supply to accommodate truck turning movements, and perpendicular parking along the south side of Hubbell Street would be removed and replaced by parallel parking. Loading impacts of the proposed project is discussed on p. 126 of the DEIR. Trucks backing up into the original proposed project and Preferred Project variants' loading dock would not significantly affect local circulation on Hubbell Street. In addition, truck traffic was analyzed as a component of the existing traffic baseline in the area.

Comment

“No public transportation: There is no public transportation nearby to handle such a large population. The 10 and 19 lines are four blocks from Connecticut Street, the western tip of the project, and the Third Street rail is an even further distance in the opposite direction. The 22 line is a block away, but that line circumvents downtown.” (*John Marin, Individual*)

Response

As stated on p.108 of the DEIR, the project site is served by public transit, with both local and regional service provided in the vicinity of the proposed project. Further described on p. 109 of the DEIR, the 22-Fillmore operates approximately one block south of the project site, and the 10-Townsend and 19-Polk lines are located approximately 0.4 mile west of the site. While not immediately adjacent to the site, these lines are within walking distance and provide connections to regional transit. In addition, as stated on p. 121 of the DEIR, the Muni *Short Range Transit Plan*, the Mission Bay South Infrastructure Plan, and the draft Showplace Square/Potrero Hill Area Plan describe future service plans in the vicinity of Mission Bay. In the vicinity of the project area, the 30-Stockton or 45-Union/Stockton would be extended to travel on 7th, Hopper/Irwin, 16th, Connecticut and 18th Streets to provide service between downtown, Mission Bay, Showplace Square and Potrero Hill, including the project site. The 22-Fillmore bus line is proposed to extend along 16th Street to the UCSF Mission Bay campus by 2012, providing a link from the project site to the 3rd Street light rail and the 16th Street BART Station. The San Francisco Municipal Transportation Agency's (SFMTA) “Transit Effectiveness Project” (TEP) also recommended the 22-Fillmore bus line to extend along 16th Street providing a link to Mission Bay.¹⁴⁴ The 33-Stanyan bus line is recommended to cross Potrero Ave. and continue on 16th Street, Kansas, 17th Street, Connecticut, and 18th Street to cover the Potrero Hill segment of the 22-Fillmore.¹⁴⁵ The 12-Pacific bus line is recommended to provide direct connections from Downtown to SoMa, Caltrain, Potrero Hill and SF General Hospital

¹⁴⁴ San Francisco Municipal Transportation Agency. *Transit Effectiveness Project (TEP) Recommendations*. Available on the Internet at: <http://www.sfmta.com/cms/mtep/teprec.htm>. Accessed on February 16, 2009.

¹⁴⁵ Ibid.

via 2nd Street, Townsend, Mission Bay, Connecticut, Wisconsin, Dakota, and 25th Street.¹⁴⁶ These Muni service changes would improve future transit service in the vicinity of the proposed project.

In addition, as stated on p.121 of the DEIR, changes to existing Muni bus service near the project site have been contemplated as part of the ongoing redevelopment of Mission Bay. Specifically, the 30-Stockton or 45-Union/Stockton bus lines could be extended southbound beyond King Street to provide expanded transit service to Mission Bay, Showplace Square and the Lower Potrero Hill neighborhoods. MTA has approached the project sponsor to discuss the possibility of extending an easement across the site to provide for a “cut-through” from Connecticut to Hubbell Street given the irregular street grid in the vicinity of the property.

As stated on p. 121 of the DEIR, since most of the bus lines in the vicinity of the project site operate at less than capacity during the weekday PM peak hour (less than 70 percent occupied), the new transit trips generated by the proposed project would not substantially affect transit conditions. In addition, the new vehicle trips to and from the proposed project are not anticipated to substantially affect operations of the Muni bus lines that operate near the project site or the nearby bus stops. Vehicle access to the project’s parking garage is located along Hubbell and 7th Streets, and not in the immediate vicinity of a Muni stop.

AIR QUALITY

Comment

“Decrease in air quality: With the increase in traffic will come a decrease in air quality. Since this is an industrial neighborhood, there is currently very little pedestrian traffic. The few retail shops that will be located within the proposed project will not be sufficiently varied for the number of proposed new residents, so these residents consequently will be driving frequently, thereby adding to the current traffic mix, keeping everyone on the streets longer.” (*John Marin, Individual*)

Response

Potential project impacts related to air quality are analyzed in Chapter III.D, Air Quality of the DEIR. No significant impacts to air quality would occur as a result of the proposed project. As stated on p. 143 of the DEIR, the proposed project would be subject to EN Mitigation Measure G-2 along with all similarly located projects in the Eastern Neighborhoods area. The project sponsor would also implement Improvement Measure D-1 as stated on p. 144 of the DEIR to ensure further compliance with EN Mitigation Measure G-2 to further reduce less-than-significant local air emissions effects.

There are currently few retail uses in the area. The proposed retail would be neighborhood-serving retail, potentially increasing the mix of retail available to on-site and neighboring residences and

¹⁴⁶ Ibid.

increasing pedestrian activity. The objective of the proposed project is to create an active mixed-use project featuring residential, retail, PDR, and open space.

HAZARDS

Comment

“According to the Draft EIR, a paint factory operated on the project site from the early 1920s until 1996. Soil and groundwater sampling conducted at the site indicate that soil and groundwater are contaminated with heavy metals, total petroleum hydrocarbons, volatile organic compounds, and polynuclear aromatic hydrocarbons. Following remediation, contaminants of concern will remain in soil at the site above concentrations which allow for unrestricted use. The contaminated soil will remain under a permanent cover consisting of future buildings and associated paved parking lots, driveways, and sidewalks. In non-paved areas, the final cover shall consist of nonwoven geotextile material and at least two feet of clean, imported soil. The post-development Site Mitigation Plan includes provisions for inspecting and maintaining the permanent cover. Notification to the San Francisco Department of Public Health will be required for all activities that disturb the permanent cover.

When contaminated soil is contained on-site, institutional controls such as a land use covenant need to be put in place to ensure compliance with the restrictions related to disturbance of covers. Department of Toxic Substances Control (DTSC) uses Operation and Maintenance Agreements as the mechanism for ensuring that cover inspection and maintenance are performed. The mechanisms that will be used to ensure implementation of the post-development Site Mitigation Plan and compliance with restrictions on disturbance of the cover should be discussed in the draft EIR.” (*Mark Piros, Department of Toxic Substances Control*)

Response

The commenter summarizes the condition of the site and requirements for the post-development Site Mitigation Plan (SMP). As described on p. 161 of the DEIR, a SMP was developed for the project site under the direct supervision of the San Francisco Department of Public Health (SFDPH). The SMP serves as the primary mitigation measure and is described in detail in Mitigation Measure E-1: Site Mitigation Plan, on pages 169 through 174 of the DEIR. Mitigation Measure E-1 includes implementation of a post-development SMP as described on page 173 of the DEIR.

The project sponsor, or its designee, will ensure implementation of appropriate post-development site mitigation measures as provided in the SMP dated November 2005 and revised in September 2008. The SMP was submitted to the SFDPH to address environmental impacts at the site in accordance with Article 22A of the San Francisco Health Code, referred to more commonly as the Maher Ordinance (described on p. 152 of the DEIR) and § 106.3.2.4 of the Building Code. The SMP, among other things, establishes certain post development mitigation measures, which will help ensure implementation. These include, among others, the following: (i) notifications, (ii) certain land

use (deed) restrictions, (iii) maintenance of the cover and restrictions on cover disturbance, and (iv) procedures to modify post-development site mitigation measures should this be needed.

The project sponsor, or its designee, shall oversee implementation of this SMP, including the post-development mitigation measures contained in the plan. Notification will be made to SFDPH, contractors and residents prior to commencing activities that could disturb the cover. Employees shall be made aware of the requirements of the SMP. In addition, a copy of the SMP shall be included in all contracts for work at the site, and shall be provided to third party contractors working at the site to ensure the cover is not disturbed, and that appropriate measures are taken in the event of disturbance to repair the cover. The type of notification will vary depending on the circumstances as specified below.

- **Planned Activities:** Written notice will be provided to SFDPH via certified mail 60 days prior to any planned activities that result in modification, discontinuation, or other disruption of the cover. The written notice will include a detailed description of the planned work, a map showing locations of planned work, and planned activities associated with the work (e.g., storm water management, dust monitoring, and public notification).
- **Non-Emergency Response Action:** In the event that damage to the cover is identified outside of planned activities (e.g., deterioration, significant cracks), written notice will be provided by the owner to SFDPH within 10 days of discovery outlining the type, cause, and location of the damage, and a description and planned schedule for repairs. Repairs must be completed within 30 days of discovery. A written report will be prepared that documents the repairs within 10 days of the completion of the repairs.
- **Emergency Response Action:** In case damage to the cover occurs as the result of an emergency (e.g., fire, earthquake), SFDPH will be notified and appropriate action will be taken in consultation with SFDPH. Within 7 days of the event, a written report will be provided describing the events and response actions. This category is interpreted to also include urgent repairs that are required to restore or maintain utility service (e.g., unplanned utility repairs). On-site property managers will make utility personnel aware of site conditions and the requirements of this SMP in the case of urgent repairs.
- **Tenant Notification:** A hazardous substance lease addendum will be provided to inform tenants of the presence of chemicals in the subsurface historic fill. When planned rehabilitation or maintenance activities will result in a significant breach of the cover, tenants will be notified in advance of the activity.

To provide an additional measure of site control, a land use (deed) restriction will be placed on the site's title to restrict use to that currently planned for the property, including mixed-use and multi-family residential development.

The final cover will provide a physical barrier between the historic fill beneath the site and potential receptors. The final cover will consist of building floors, associated pavements, a minimum of 1.5 feet of clean soil in areas covered by pavers, and minimum of 3 feet of clean soil in landscaped areas.

Maintenance of the final cover will include the following:

- a) The engineer will visually inspect the cover annually for cracks, signs of deterioration, and unauthorized disturbances that may compromise the cover. Results of the inspection will be documented in a report and submitted for SFDPH review as part of the annual summary report discussed below.
- b) The concrete, asphalt, soil cover, and other material that comprise the final cover will be maintained. Based on the results of the annual inspection, or more frequent inspections of individual system components, the Project Sponsor will repair and replace any cover components that become worn, show signs of deterioration, or whose integrity has become compromised. Required repair and replacement actions may include, but not be limited to the following: (1) application of a seal or coating on asphalt; (2) installation of an overlay on areas of existing concrete or asphalt pavement; (3) removal and replacement of sidewalks or areas of concrete or asphalt pavement; and (4) replacement of soil.

As stated on p. 173 of the DEIR, in addition to the maintenance of the final cover, an Annual Summary Report (Annual Report) will be prepared and submitted to the SFDPH by the thirtieth (30th) day of January each year. The Annual Report will include the following:

- a) specific actions taken during the previous year;
- b) the cover inspection report;
- c) actions expected to be undertaken during the current year;
- d) any requirements of the SMP that were not completed; and
- e) any problems or anticipated problems in complying with the SMP.

The SMP was developed based on the understanding of current conditions at the property and applicable regulations. As stated on p. 173 of the DEIR, a modified SMP will be provided to the SFDPH when substantial changes to the assumptions or conditions documented in the SMP occur.

Comment

“It is stated in the draft EIR that a temporary cap will be installed over the entire site following the removal of the top three feet of soil. Please identify what this cap will consist of, and the thickness of the cap.” (*Mark Piros, Department of Toxic Substances Control*)

Response

At this time, no further interim mitigation measures (IMMs) are planned for the site. Instead, remaining mitigation, consisting of removal of three feet of underlying historic fill from landscaped areas and 1.5 feet of fill from areas to be covered with pavers and the construction of the final, permanent cover will be completed concurrently with site development. As a result, no temporary cover will be utilized.

The final, permanent cover for the property will consist of the future buildings and associated parking garages, driveways and sidewalks. In addition, in landscaped areas, the final cover will consist of installation of a non-woven geotextile material and at least three feet of clean, imported fill placed above the historic fill that is underlying the site. In areas covered by pavers, the final cover will consist of installation of a non-woven geotextile material, at least 1.5 feet of clean, imported fill, and the pavers.

FIRE SAFETY AND PUBLIC SERVICES

Comment

“The SFFD is requiring clearance for the permission to build structures. The applicant must follow the guidelines showing adequate hydrants, fire flow, fire department connections, and access roads. Please see the enclosed documents for guidance.” (Attached to comment letter.) (*Capt. William Mitchell, San Francisco Fire Department*)

Response

The comment is noted. The commenter outlined the review process required by the San Francisco Fire Department for the proposed project. The comments do not address the adequacy or accuracy of the DEIR. DEIR, Appendix A Initial Study, p. A-28, discusses potential impacts to fire services. The proposed project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. The Initial Study concluded that the proposed project would not result in the need for new fire protection facilities and therefore would not result in physical environmental impacts associated with any such facilities.

E. STAFF-INITIATED TEXT CHANGES

The following changes to the text of the Draft EIR are made in response to comments on the DEIR or are included to clarify the DEIR text. In each change, new language is double underlined, while deleted text is shown in ~~strikethrough~~, except where the text is indicated as entirely new, in which case no underlining is used for easier reading.

Land Use Text Changes

As described in “Land Use, Planning, and Population and Housing” under Section B of this C&R, the BOS generally adopted the EN Rezoning Option B/C. The DEIR states on pp. 182 - 183 that “under Rezoning Options A and B, enough land would be available for potential PDR use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site to potential PDR uses in the future. However, under Rezoning Option C and the “No Project” scenario, the loss of the majority of the project site from the total stock of land available for PDR use would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset by substantial availability of such land elsewhere.” The 1000 16th Street Urban Mixed-Use Project DEIR anticipated potential changes to the EN Rezoning Project shift to Option C. As stated on pp. 7, 83-84, 182-183, the 1000 16th Street Urban Mixed-Use Project DEIR identified a significant cumulative land use impact should the BOS adopt Option C under the EN Rezoning and Area Plan Project. Because the BOS generally adopted Option B/C in the EN Rezoning, the Preferred Project would contribute to cumulative land use impacts, which would be significant and unavoidable.

To reflect the status of the EN Rezoning and Area Plan Project, the DEIR text has been revised on p. 7 as follows:

As reported in the EN DEIR, enough land would be available for potential PDR use throughout the Eastern Neighborhoods under Rezoning Options A and B to offset the loss of the majority of the project site, and the potentially significant impact would be reduced to a less-than-significant level. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. The EN Rezoning EIR was certified in August 2008 with the Planning Commission generally adopting the EN Rezoning Option B/C under the EN Rezoning. The Planning Commissioner’s FEIR certification was appealed to the Board of Supervisors on September 23, 2008. The Board upheld the adequacy and completeness of the FEIR by a vote of seven to one and on December 9, 2008 adopted the EN Rezoning Option B/C as part of the EN Rezoning and Area Plans Project. Thus, ~~under both the Option C and “No-Project” rezoning scenarios,~~ there would be a significant, cumulative land use impact resulting from the proposed project. Because the BOS generally adopted Option B/C in the EN Rezoning, the project’s would contribute to cumulative land use impacts that is significant and unavoidable. ~~contribution to the cumulative~~

~~impact would result from the proposed rezoning scenarios, no mitigation has been identified for the impact at the project level.~~

To reflect the status of the EN Rezoning & Area Plan Project, the DEIR text has been revised on p.83 as follows:

Under Rezoning Options A and B, enough land would be available for potential PDR use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site, and the potentially significant impact would be reduced to a less-than-significant level. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. The EN Rezoning EIR was certified in August 2008 with the Planning Commission generally adopting the Preferred Project (EIR Option B/C) under the EN Rezoning. The Planning Commissioner’s FEIR certification was appealed to the Board of Supervisors on September 23, 2008. The Board upheld the adequacy and completeness of the FEIR by a vote of seven to one and on December 9, 2008 adopted the EN Rezoning Option B/C as part of the EN Rezoning and Area Plans Project. Thus, ~~under both the Option C and “No-Project” rezoning scenarios, there would be a significant, cumulative land use impact resulting from the proposed project. Because the BOS generally adopted Option B/C in the EN Rezoning, the project’s would contribute to cumulative land use impacts that is significant and unavoidable. contribution to the cumulative impact would result from the proposed rezoning scenarios, no mitigation has been identified for the impact at the project level.~~

To reflect the status of the EN Rezoning & Area Plan Project, the DEIR text of the last paragraph on p.84 under “Conclusions” is revised as follows:

The EN Rezoning EIR was certified in August 2008 with the Planning Commission and the BOS generally adopted the Preferred Project (EIR Option B/C) under the EN Rezoning. The project would remove the majority of the project site from the total amount of space in the Eastern Neighborhoods potentially available for PDR use, and would therefore contribute to a significant cumulative impact. However, because Rezoning Options A and B would allow for larger amounts of PDR throughout the Eastern Neighborhoods, this significant impact would be reduced to a less-than-significant level if either Rezoning Option A or B were selected. Under Option C, or under the No-Project rezoning option, the project would result in a significant impact to cumulative land use that would not be mitigable.

To reflect the status of the EN Rezoning & Area Plan Project, the DEIR text at the end of page 182 and top of page 183 is revised as follows:

The EN Rezoning EIR was certified in August 2008 with the Planning Commission and the BOS generally adopting the Preferred Project (EIR Option B/C) under the EN Rezoning. ~~The outcome of the Eastern Neighborhoods Rezoning process is still unknown.~~ As described in the discussion of cumulative land use impacts (see Chapter III.A, Land Use, Planning and Population), under Rezoning Options A and B, enough land would be available for potential Production, Distribution and Repair (PDR) use throughout the Eastern Neighborhoods to offset the loss of the majority of the project site to potential PDR uses in the future. However, under Rezoning Option C and the “No-Project” scenario, the loss of the majority of the project site from the total stock of land available for PDR use would constitute a substantial reduction in the total supply of land available for PDR uses in the Eastern Neighborhoods that would not be offset by substantial availability of such land elsewhere. Neither Rezoning Option C nor the “No Project” scenario would provide for enough PDR space to offset the reduction of cumulative potential PDR space. With the adoption of Option B/C, ~~Thus, if either the Option C or “No-Project” rezoning scenarios were to be selected as a result of the Rezoning process,~~ implementation of the proposed project would result in a significant cumulative land use impact. Because no mitigation has been identified for the impact at the project level, this impact would be significant and unavoidable.

Hazardous Materials Background for Text Changes

A Site Mitigation Plan (SMP) was developed in response to the Data Evaluation and Risk Assessment Report (which included a Human Health Risk Assessment) under the direct supervision of the San Francisco Department of Public Health (SFDPH) in November 2005. The SMP was revised in September 2008. As part of one of the site mitigation measures outlined in the November 2005 SMP, a Work Plan for Targeted Excavation was submitted to SFDPH in January 2007. It was approved by SFDPH in February 2007 and targeted excavation occurred during the fall of 2007. A targeted excavation of a portion of the site was implemented as an interim remedial action during the fall of 2007 in order to remove the source of benzene, toluene, ethylbenzene and xylenes (BTEX) – particularly ethylbenzene – in subsurface soil gas. The approved on-site activities, which have occurred independently of any decision on the project, and which followed a Planning Department issuance of a Certificate of Determination of Exemption/Exclusion from Environmental Review in May 2007, were completed in December 2007. The completion of the work was formally approved by the SFDPH in March 2008.

The revised September 2008 SMP supersedes the November 2005 SMP prepared by Geomatrix Consultants, Inc. (Geomatrix). The mitigation measures prescribed in the 2005 SMP included mitigation of the source of volatile organic compounds (VOCs) in the northwest area of the site that resulted from previous operations, removal of the top three feet of soil across the site as an interim measure prior to redevelopment to address impacted fill, and mitigation of methane during construction. The September 2008 SMP is available for review at the Planning Department.

Since submittal of the 2005 SMP, remediation activities were conducted to remove soil impacted with VOCs in the northwest area of the site. This source area was a result of historical operations at the site and remediation of this area was considered necessary by the San Francisco Planning Department and the San Francisco Department of Public Health (SFDPH) irrespective of the overall development project. This SMP has been updated to remove the requirement for addressing the VOC source since remediation was completed.

In 2001, ICI Paints, the former property owner, proposed site mitigation measures in the absence of a future development plan; these measures were approved by the SFDPH. The proposed measures consisted of excavation and off-site disposal of shallow soil at the site, placement of a 3-foot-thick soil cover over the remaining exposed soil, and seeding the site with a vegetative cover. ICI Paints, however, did not proceed with implementation of the approved mitigation. The site since has been acquired by the project sponsor for redevelopment

Because the project sponsor has commenced with the development process and the site will be redeveloped in the foreseeable future, the SFDPH-approved mitigation plan for the site has been re-evaluated to allow for incorporation of site mitigation into the development process. This SMP has been updated to integrate mitigation of fill into site development. Additional methane studies have been conducted at the site; language has been updated to include this information. The plan to incorporate methane mitigation during construction has not changed.

Revisions to the text in the DEIR have been made to reflect the updated SMP and to include a description of the complete source removal activities, both of which are described above.

On pages 17 and 18 of the DEIR, the text under the heading “Hazardous Materials” is revised as follows to reflect the updated SMP and completed source removal activities:

Portions of the soil and groundwater underlying the project site are contaminated with hazardous materials and require remediation. The project site is located within the area covered under the Maher Ordinance and must meet the requirements for contaminated soil provided in the ordinance. Compliance with the Maher Ordinance requires testing of subsurface soil to determine the magnitude and extent of soil contamination. Subsurface Environmental testing of soil on the project site using procedures required by the San Francisco Department of Public Health (SFDPH) and evaluation of groundwater and soil gas has been conducted in several investigations, including the Data Evaluation and Risk Assessment, which was prepared and submitted to SFDPH for review in March 2005. SFDPH reviewed this report and provided comments in a letter dated March 29, 2005. A The Site Mitigation Plan (SMP) was has been developed in response to the Data Evaluation and Risk Assessment Report (which included a Human Health Risk Assessment) and has been developed under the direct supervision of SFDPH in November 2005; the SMP was revised in September 2008. As part of one of the site mitigation measures outlined in the November 2005 SMP, of the Interim Site Mitigation Plan, a Work Plan for Targeted Excavation was submitted to SFDPH in January

2007. It was approved by SFPDH in February 2007 and targeted excavation occurred during the fall of 2007. A targeted excavation of a portion of the site was implemented as an interim remedial action during the fall of 2007 in order to remove the source of BTEX – particularly ethylbenzene – in subsurface soil gas. The approved on-site activities, which have occurred independently of any decision on the project, and which followed a Planning Department issuance of a Certificate of Determination of Exemption/Exclusion from Environmental Review in May 2007, were completed in December 2007. The completion of the work was approved by the SFPDH in March 2008.

Under the SMP, existing pavements/concrete pads, tank foundations, and utilities ~~shall be removed to facilitate excavation of impacted soil~~ will be removed as required by the redevelopment plan to allow for redevelopment of the site. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities, monitoring wells, and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material.

Once the existing pavements have been removed, the Contractor will excavate soil as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., 3 feet in landscaped areas and 1.5 feet in areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. ~~the top three feet of soil across the entire site shall be excavated.~~ The site would then be capped by buildings and associated paved areas, which would provide permanent cover for contaminated soils that remain at the site. In non-paved areas, the final cover would consist of geotextile material (a synthetic permeable textile material) and at least 3 feet of clean, imported soil in landscaped areas and at least 1.5 feet of clean, imported soil in areas to be covered by pavers. The construction contractor would be required by the SMP to handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the SMP have been performed in compliance with SFPDH requirements. Methane found on site, ~~along with ethylbenzene found in soil, groundwater and vapor samples, are~~ is also addressed in the SMP. If all mitigation measures detailed in the SMP and included in the DEIR are implemented, impacts from soil and groundwater contamination would be less than significant.

~~The site would then be capped by buildings and associated paved areas, which would provide permanent cover for contaminated soils that remain at the site. In non paved areas, the final cover would consist of geotextile material (a synthetic permeable textile material) and at least two feet of clean, imported soil. Any soil to be removed from the site would be stockpiled, characterized and disposed of at the appropriate licensed landfill. Utility corridors would be lined with geotextile fabric and backfilled with clean, imported soil.~~

On pages 21 through 25 and 169 through 175 of the DEIR the text under the heading “Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities)” is revised as follows to reflect the updated SMP and completed source removal activities.

Revision of this mitigation measure would not change the conclusions reached in the DEIR and would reduce impacts to a less than significant level.

Mitigation Measure E-1: Site Mitigation Plan (Remediation Studies and Activities)

In order to clean up the contaminated soil and groundwater and reduce risks to future land uses on the site, and because the project site is located within the Maher Ordinance Area, a Site Mitigation Plan (SMP) has been developed under direct supervision of SFDPH. As detailed above in the Setting section of this chapter, a Data Evaluation and Risk Assessment Report, which included a Human Health Risk Assessment (HHRA) was completed by Geomatrix Consultants in March 2005 and submitted to SFDPH. In response, SFDPH provided to the project applicant a request for additional information, including a finalized SMP that would address the ~~arsenic, lead, BTEX, methane and tetrachloroethene~~ contaminants found at the site.⁴

The SMP, completed in November 2005 and determined by SFDPH to meet its requirements in December 2005⁵, included~~s~~ three phases: interim site mitigation, final site mitigation, and post-development site mitigation. To meet SFDPH’s requirements for mitigation of shallow soil and to address soil vapor and methane conditions, ~~these three phases of site mitigation shall perform the following~~ the SMP included the following primary components:

- Excavation and off-site disposal of soil containing metals and PAHs from the top three feet across the site, as well as additional construction-related excavation deeper than three feet, as described below, under Interim Mitigation Measures;
- Mitigation of BTEX in soil vapor in the northwestern portion of the site; and
- Mitigation of methane in soil vapor in the northern portion of the site.

~~Mitigation measures for soils impacted with metals and PAHs shall be initiated in the interim site mitigation phase, during which the upper three feet of soil and existing pavements shall be removed and disposed off site, after which a temporary cap shall be installed if the work is done prior to the final site development construction. Final mitigation measures for metals and PAHs in soil shall be performed concurrently with site development and shall include construction of a final cover and management of soil and groundwater encountered during site development.~~

Mitigation of impacts to soil, vapor and groundwater from BTEX ~~were~~ was conducted in the interim site mitigation phase, prior to final site development. Originally, the site mitigation measures for BTEX consisted of installation of a Soil Vapor Extraction/Air Sparge treatment system in

accordance with the SFDPH-approved Work Plan for Soil Vapor Extraction/Air Sparge System Installation and Operation. As described in Chapter III.F, however, the discovery of a thin layer of contaminated product within the soil pore space during well installation activities in January 2006 led to the development of a revised interim site mitigation plan to address the BTEX issue, ~~which was submitted to SFDPH for review in December 2006 and approved in February 2007. The revised BTEX mitigation was described in the Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation¹⁴⁷ and follow-up letter,¹⁴⁸ which were approved by SFDPH in February 2008.¹⁴⁹~~ The revised BTEX mitigation plan consists of excavation and offsite disposal of all soil from an area 75 feet by 65 feet to a depth of approximately 8 feet. This excavation removed the think layer of product that has been identified as the source of the elevated concentrations of ethylbenzene in this area. No groundwater was encountered during the excavation. Groundwater was pumped from the area to lower the water table as necessary to facilitate the excavation. Extracted groundwater was temporarily containerized onsite and sampled for waste characterization prior to discharge to the City of San Francisco combined sanitary and storm sewer. As needed to meet acceptable waste discharge requirements, a temporary groundwater treatment system was used. The excavation was backfilled to the existing grade with clean imported fill material. In addition, to further reduce the mass of VOCs present in groundwater within the excavation area, a sulfate-containing compound (e.g., ferrous sulfate heptahydrate [FeSO₄ · 7 H₂O]) was added to the excavation backfill material to enhance natural biodegradation processes and allow any residual VOC concentrations to attenuate over time. Additional details relating to the ~~planned~~ BTEX remediation are described in the Ethylbenzene Excavation Remediation Completion Report. The SFDPH issued a no further action letter with respect to the ethylbenzene excavation in the northwestern portion of the site on March 11, 2008. ~~Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation and follow-up letter, which were approved by SFDPH in February 2007.~~

Additional investigation of the magnitude and extent of methane impacts at the site was performed in accordance with the SFDPH-approved Work Plan for Subsurface Methane Gas Investigation. The results of the additional methane investigation and recommended methane mitigation measures were summarized in the December 2005 Preliminary Subsurface Methane Gas Investigation, which was approved by SFDPH in conjunction with its determination of the adequacy of the SMP. Mitigation measures for methane may include: 1) a horizontal gas membrane beneath proposed buildings; 2) perforated horizontal vent/drain lines beneath the gas membrane to collect and

¹⁴⁷ Geomatrix Consultants, Inc. Test Trench Investigation Results and Proposed Revised Interim Site Mitigation Plan & Work Plan for Targeted Excavation, 1000 16th Street, San Francisco, CA, January 23, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹⁴⁸ Geomatrix Consultants, Inc. Correspondence with Stephanie Cushing, San Francisco Department of Public Health: *Transmittal of Revised Figures for Targeted Excavation, 1000 16th Street, San Francisco, CA*, February 9, 2007. This document is part of the project file and is available by appointment at the Planning Department.

¹⁴⁹ Bhatia, Rajiv, M.D., M.P.H., Correspondence with John Gallagher, P.E., Cherokee Mission Bay, LLC, and Neil Ziemba, IRG Assumptions, LLC, February 14, 2007. This document is part of the project file and is available by appointment at the Planning Department.

dissipate trapped vapors and to convey nuisance water to area drains or collection sumps; 3) utility trench dams where utilities pass below or penetrate perimeter foundations to reduce the potential for methane gas to migrate and accumulate beneath the buildings from adjacent areas; and 4) seals on conduits for dry utilities that originate outside of the gas membrane and terminate in the interior of the buildings to reduce the potential for methane to enter the buildings through the conduits. Implementation of mitigation measures for methane shall be performed concurrently with site development and in accordance with a SFDPH-approved mitigation plan. Plans and specifications for the methane mitigation measures will be prepared once building plans are available, and will be submitted to SFDPH for review and approval.

In 2001, ICI Paints, the former property owner, proposed interim site mitigation measures; these measures were approved by the SFDPH. The proposed interim mitigation measure of excavating 3 feet of soil across the site was developed by ICI Paints in absence of a future development plan. ICI Paints, however, did not proceed with implementation of the approved mitigation. The site was then acquired by the project sponsor for redevelopment as mixed residential/commercial use. Because the project sponsor has commenced with the development process and the site will be redeveloped in the foreseeable future, the SFDPH-approved mitigation plan for the site was re-evaluated to allow for incorporation of site mitigation into the development process. This SMP was updated in September 2008 to integrate mitigation of fill into site development.

~~Additional~~ The mitigation measures included as part of the SMP to address shallow fill material shall be implemented in the three two phases; final mitigation and post-development. These two phases are as summarized below.

Interim Final Mitigation Measures

~~The interim mitigation measures may be completed prior to site development to reduce the amount of mitigation measures that will be needed to address hazardous materials issues at the site during proposed construction activities for site development.~~

As detailed in Section 4.4 of the SMP, existing pavements/concrete pads, tank foundations, and utilities shall be removed to facilitate excavation of impacted soil. This would include: removing concrete pavements, slabs, and shallow foundations; removing or abandoning in-place underground utilities, monitoring wells, and methane probes in accordance with City of San Francisco regulations; cutting off or removing below-grade walls, foundations, and slabs; and abandoning open compartments by filling with lean concrete or other “flowable” material. Asphalt, concrete, utility pipelines, and other demolition debris shall be recycled or disposed of at appropriate off-site facilities.

Once the existing pavements have been removed, the soil will be excavated as required based on the development configuration. It is anticipated that some soil excavation will be required to achieve the minimum necessary cover requirements for the site (i.e., three feet in landscaped areas and 1.5 feet in

areas that are to be covered with pavers). Soil will not be excavated beneath areas that are to be covered by concrete, asphalt, or buildings, except as required for site grading and foundation construction. During grading activities site soil may be consolidated on-site and utilized as engineered fill below the final cover (that is, beneath paved or building areas). Once the existing pavements have been removed, the top three feet of soil across the entire site shall be excavated. Excavated soil that will not be reused on site shall be loaded into trucks and transferred to an on-site soil staging area, where stockpiled material shall be covered with weighted polyethylene sheeting during periods when material is not being added or removed. Stockpiled soil that will not be used on site shall be sampled and characterized for disposal at a hazardous or non-hazardous waste facility. Once stockpiled material has been accepted for disposal at an appropriate off-site facility, the soil shall be transported directly to the disposal facility. All wastes shall be transported and disposed of in accordance with applicable laws and regulations. Equipment contacting soil would require decontamination prior to leaving the site. Water from the cleaning processes shall be collected, containerized, and sampled prior to off-site disposal. Additional soil may need to be removed during construction activities (including, for example, underground utility construction, excavation of elevator shafts). The Soil Management Plan included in the SMP (SMP Section 5.3) specifies that excess soil produced during these activities would be managed in accordance with the procedures outlined above (and detailed in SMP Section 4.5), regarding soil excavation, management, and off-site disposal. The final depth of the excavation will be documented by surveying site elevations before and after excavation on a 50-foot by 50-foot grid.

Following removal of impacted soil, the site shall be graded to promote storm water flow to the existing storm water conveyance system at the site (storm water management is described in greater detail in **Mitigation Measure E-1a**). A temporary cap shall then be installed and maintained over the entire site to prevent exposure and off-site mitigation of impacted soil caused by storm water and wind blown dust prior to site development.

The future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that shall remain at the site. In landscaped areas and areas covered by pavers the final cover will consist of installation of non-woven geotextile material and at least 1.5 feet (for areas covered by pavers) or at least three feet (for landscaped areas) of clean, imported soil above native, potentially impacted (contaminated) soil. The final cover will prevent direct contact with underlying soils and will function as an engineered control to residual affected soils.

Utilities such as water lines and sanitary sewer lines shall be installed in designated utility corridors, which shall be backfilled with clean, imported soil. Non-woven geotextile fabric shall be placed prior to backfilling utility corridors to provide a clear visual boundary between site soils and imported soils.

Construction de-watering water, if generated, shall be pumped into holding tanks and sampled and analyzed for the parameters required for the selected discharge point (i.e., storm drain, sanitary

sewer). City of San Francisco procedures related to groundwater de-watering are provided in **Mitigation Measure E-1a.**

Dust control measures (such as water sprinkling to maintain soil moisture, covering of all trucks hauling soil, and the daily sweeping of all paved access roads, parking areas and staging areas, among other measures) shall be implemented to minimize dust generation when earthwork activities occur. The SMP includes a dust monitoring plan. In addition, air monitoring for VOCs, and methane shall be conducted (see **Mitigation Measure E-1b**). Personal air sampling for lead will also be conducted for those workers with the highest potential to be exposed to lead (i.e., a lead exposure assessment) when the duration of soil disturbing activities extends beyond 1 to 2 days according to the Cal-OSHA Lead in Construction Standard (CCR, Title 8, Section 1532.1). Any unanticipated subsurface conditions encountered shall be addressed by a Contingency Plan (see **Mitigation Measure E-1c**).

~~The results of the work performed shall be included in an Interim Construction Documentation Report that shall be prepared upon completion of the interim mitigation measures for submittal to SFDPH.~~

Final Site Mitigation

~~As previously described, final site mitigation measures for metals and PAHs shall be implemented concurrently with site development. Upon removal of the temporary site cap, a permanent cover for contaminated soils that shall remain at the site would be provided by the future buildings and associated paved parking lots, driveways, and sidewalks. In non-paved areas, the final cover shall consist of installation of non-woven geotextile material and at least two feet of clean, imported soil above native, potentially impacted (contaminated) soil. The final cover shall prevent direct contact with underlying soils and would function as an engineered control to residual site soils that contain metals and PAHs.~~

~~Utilities such as water lines and sanitary sewer lines shall be installed in designated utility corridors, which shall be backfilled with clean, imported soil. Non-woven geotextile fabric shall be placed prior to backfilling utility corridors to provide a clear visual boundary between site soils and imported soils.~~

~~Construction de-watering water, if generated, shall be pumped into holding tanks and be sampled and analyzed for the parameters required for the selected discharge point (i.e., storm drain, sanitary sewer). City of San Francisco procedures related to groundwater de-watering are provided in **Mitigation Measure E-1a.**~~

The results of the final site mitigation work performed shall be included in a Construction Documentation Report that shall be prepared upon completion of the mitigation measures for submittal to SFDPH.

Post-Development Site Mitigation Plan

Cherokee Mission Bay, LLC, as the site owner, shall oversee implementation of the SMP at the site. A copy of the SMP shall be included in all contracts signed with contractors. Notification to SFDPH is required for all activities disturbing the final site covercap.

Maintenance of the final covercap shall include the following:

- The covercap shall be visually inspected annually for cracks, signs of deterioration, and unauthorized disturbances that may compromise the covercap integrity and allow for exposure of residents to contaminated soil. Results of the inspection shall be documented in a report and submitted for SFDPH review as part of an annual report (discussed below).
- All concrete, asphalt, and soil cover, ~~and grass and woodchip ground covers~~ that comprise the final covercap shall be maintained. Repair and replacement actions, as detailed in the SMP, may be required.

Cherokee Mission Bay, LLC, shall prepare and submit an Annual Summary Report to SFDPH by the thirtieth day of January, each year. The Annual Summary Report shall include the following:

- Specific actions taken by or on behalf of the site owner during the previous year;
- An annual covercap inspection report;
- Actions expected to be undertaken during the current year;
- Any requirements of the SMP that were not completed; and
- Any problems or anticipated problems in complying with the SMP.

Cherokee Mission Bay, LLC, is also responsible for providing a modified SMP to SFDPH when substantial changes to the assumptions or conditions documented in the SMP occur.

On page 155 of the DEIR, the text under the heading “Soil and Groundwater Contamination” is revised as follows to correct terminology:

As described under Subsurface Conditions, above, the project site is underlain by Bay Mud and fill materials possibly containing debris from the 1906 earthquake and fire. These fill materials and mud contain concentrations of various chemicals, such as petroleum hydrocarbons (TPH); volatile organic compounds (VOCs) and ~~soluble VOC~~ semivolatile organic compounds (SVOCs); lead, copper, and other metals; and polycyclic aromatic hydrocarbons (PAHs).

On page 156 of the DEIR, the first sentence in the third bullet is revised as follows to correct terminology:

- A comparison of maximum concentration of chemicals found in on-site soil and groundwater with the various regulatory risk criteria and risk-based screening levels indicates that, with the exception of benzene, none of the ~~constituents~~contaminants exceed their respective MCLs.

On page 156 of the DEIR, the first sentence in the fifth bullet is revised as follows to clarify maximum contaminant levels:

- Maximum Contaminant Levels (MCLs – drinking water standards) are exceeded for 12 of the 13 U.S. EPA priority pollutant metals, with the exception of selenium.

On page 160 of the DEIR, the last two sentences of the first paragraph are revised as follows:

Since the presence of a product phase can limit the effectiveness of a SVE/AS treatment system, a revised approach to remediating the area impacted by BTEX ~~is currently being~~ was developed. The revised remediation approach ~~will consist~~ed of excavating the area impacted by product containing BTEX to a depth of approximately eight feet and disposing of the excavated soil offsite at an appropriate landfill.

On page 161 of the DEIR, the first sentence under the heading “Impacts” is revised as follows to reflect the updated SMP and completed source removal activities:

The Revised Site Mitigation Plan (SMP), developed for the project site under the direct supervision of SFDPH, serves as the primary mitigation measure and is described in detail below (see **Mitigation Measure E-1**).

On page 161 of the DEIR, the first sentence under the heading “Soil and Groundwater Contamination” is revised as follows:

As described in the Setting section, portions of the soil and groundwater underlying the project site are contaminated with hazardous materials ~~and require remediation~~.

On page 162 of the DEIR, the first two paragraphs are revised as follows to reflect the updated SMP and completed source removal activities:

The SMP ~~has been~~was developed in response to the Data Evaluation and Risk Assessment Report (which included a HHRA) ~~and has been developed~~ under the direct supervision of SFDPH. The SMP was updated in September 2008 to reflect the completion of BTEX-affected soil remediation activities and incorporate mitigation of contaminated shallow soil with development activities.

The SMP requires the placement of a minimum of 3 feet of clean, imported soil in landscaped areas and 1.5 feet of clean, imported soil in areas to be covered by pavers during redevelopment of the site.

The imported soil, future buildings and associated paved driveways and sidewalks will provide a permanent cover for contaminated soils that will remain at the site. ~~excavation of the top three feet of soil across the site, including existing pavements.~~ The construction contractor would be required by the SMP to handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the SMP have been performed in compliance with Article 20 requirements. The site cover will require regular inspection and inspection reporting and land use (deed) restrictions will be recorded with the City and County of San Francisco to restrict use to that currently planned for the site. Methane found on site, ~~along with BREX found in soil, groundwater and vapor samples,~~ is also addressed in the SMP and in the December 2005 Preliminary Subsurface Methane Gas Investigation. If all mitigation measures detailed in the SMP are implemented, impacts from soil and groundwater contamination would be less than significant.

On page 27 and 175 of the DEIR, the second sentence of the last paragraph of “Mitigation Measure E-1a: Water Management” is revised as follows:

These practices would include, but not be limited to grading the site to prevent storm water from running off-site, installing storm water control devices (earth berms, silt fences, or hay bale barriers) around the perimeter of unpaved portions of the site until final ~~cap covers~~ are constructed, and protecting existing or newly constructed catch basins with silt fences, hay bales, or gravel bags.

On page 27 and 175 of the DEIR, the third and fourth sentences under the heading “Mitigation Measure E-1b: Air Monitoring” is revised as follows to reflect completed source removal activities. As described above, soil impacted with VOCs were removed since submittal of the 2005 SMP. Mitigation Measure E-1b has been revised to include VOC monitoring as a precautionary measure. Revision of this mitigation measure would not change the conclusions reached in the DEIR and all impacts identified still remain the same.

Mitigation Measure E-1b: Air Monitoring

Given the severity of contaminants at the project site, and in addition to **Mitigation Measure 1 (Initial Study)**, air monitoring shall be conducted at the site during remediation and construction to test for the presence of toxic emissions from disturbance of the polluted soil. Real-time dust monitoring using hand-held monitors will be conducted within the work zone and at perimeter locations with readings taken and recorded at least hourly during soil disturbing activities. VOCs ~~will~~ may be monitored as a precautionary measure in the work zone through use of a hand held photoionization detector (PID). In accordance with **Mitigation Measure E-1d**, methane monitoring shall be continuous using a combustible gas indicator (CGI), unless previous sampling has shown that methane is not likely to be present in the area where the work will be performed. In the event that sufficiently high concentrations of methane are detected to pose a human health risk, in accordance with regulations in Title 8, Section 5192, of the California Code of Regulations, work

shall be halted, SFDPH shall be informed immediately, the area shall be cordoned off and a guard shall be posted to keep people off of the construction site.

Other Items Not Included in the Initial Study

The following new language will constitute a new Chapter in the DEIR to address items not included in the Initial Study. No significant impacts or mitigation measures would occur as a result of the following discussion. The following is all new text and therefore not underlined for easier reading.

OTHER ITEMS NOT INCLUDED IN THE INITIAL STUDY

On May 23, 2006, the Board of Supervisors adopted Ordinance 116-06, directing the City to use a CEQA Initial Study Checklist based on the form included in Appendix G of the state CEQA Guidelines. Accordingly, the Planning Department adopted a new Initial Study Checklist, consistent with Appendix G but also incorporating additional questions specific to the urban environment of San Francisco. This new checklist includes some questions not included in the Initial Study for the proposed project, published November 6, 2004. The following discussion provides information about the proposed project's effects on those issues included in the new checklist.

TRANSPORTATION

The proposed project would not change air traffic patterns, and would not create substantial air traffic safety risks. The project would not adversely affect any LOS standards established by the San Francisco Transportation Authority. The proposed project would not include features that would conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not have unusual characteristics or particular design features that would substantially increase traffic hazards. Likewise, the proposed project would not create a significant emergency access impact because the project site would not block streets and is accessible from major streets, including 16th and 7th Streets.

NOISE

The project site is not within an airport's land use plan area nor near a private airstrip, therefore the proposed project would not subject users of the project site to airport-related noise. Pile driving is not proposed as part of the proposed project, therefore, the project would not create unusual levels of ground-borne vibration that could disturb nearby residents or businesses, and vibration impacts would be less than significant.

RECREATION

The proposed project would provide about 25,600 sq. ft. of open space in the form of courtyards for the use of building residents. In addition, the project site would include approximately 10,000 sq. ft. of privately-owned but publicly accessible open space in a corner park at Connecticut and 16th Streets, unrestricted setbacks of approximately 9,000 sq. ft., a 4,800 sq. ft. mid-block public mews, and a publicly owned 0.88 acres (38,000 sq. ft.) of open space in a portion of the Daggett Street ROW. The nearest Recreation and Park

Department property is Jackson Playground, about three blocks to the southwest, between 19th, Carolina, Arkansas, and Mariposa Streets. The project would be located within walking distance of Jackson Playground. Thus, project residents would have convenient access to private and public open space. The proposed project would not substantially increase demand for or use of the neighborhood park, or citywide facilities, such as Golden Gate Park, in a manner that would cause substantial physical deterioration. The proposed project's 408 residential units would not require the construction of new recreational facilities or the expansion of existing facilities. The proposed project's impact on existing recreational facilities would be less than significant.

UTILITIES AND PUBLIC SERVICES

As noted in the Initial Study (see Appendix A, p. 27-29), the project would not require new or substantially expanded infrastructure to maintain utilities and public services standards. Existing water supply entitlements and resources would serve project water and wastewater demand. Project solid waste would be recycled as feasible at the Norcal transfer station, with non-recyclables disposed of at the Altamont Landfill where adequate capacity exists to serve the needs of San Francisco. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. The project demand for police, fire, schools, parks, and other public services would not require new or altered governmental facilities in order to maintain acceptable performance standards.

BIOLOGICAL RESOURCES

There are no adopted habitat conservation plans applicable to the project site, nor does the site include any riparian habitat.

HYDROLOGY AND WATER QUALITY

Flooding hazards from locating housing within a 100-year flood zone would not be an issue because no portion of San Francisco is within a 100-year flood zone.

HAZARDS

The project site is not within an airport's land use plan area, nor near a private airstrip, therefore, the proposed project would not subject users of the site to related locational hazards.

MINERAL AND ENERGY RESOURCES

No mineral resources are located on or near the project site and the proposed project would have no effect on mineral resources.

AGRICULTURAL RESOURCES

No agricultural resources are located on or near the project site and the proposed project would have no effect on agricultural resources.

Attachment 1: Comment Letters

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STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

March 11, 2008

RECEIVED

MAR 12 2008

Michael Jacinto
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Subject: 1000 16th Street Urban Mixed-Use Project
SCH#: 2004112037

Dear Michael Jacinto:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 10, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004112037
Project Title 1000 16th Street Urban Mixed-Use Project
Lead Agency San Francisco Planning Department

Type EIR Draft EIR
Description The project site is located at 1000 16th Street in the Showplace Square/Potrero Hill neighborhood. The project involves construction of a 659,000 gross square foot mixed-use project in three buildings on a vacant, 3.15-acre triangular site bounded by Hubbell, 7th and 16th Streets, including 425,000 square feet of residential use (408 dwelling units), 15,000 square feet of ground-floor commercial space, and 20,000 square feet of production, distribution and repair ("PDR") space. The project also entails construction of publicly accessible open space along an upgraded Daggett Street right-of-way bisecting the site, as well as a landscaped plaza at the corner of Hubbell and Connecticut Streets. A two-level parking garage would provide 400 independently accessible parking spaces.

Lead Agency Contact

Name Michael Jacinto
Agency San Francisco Planning Department
Phone (415) 575-9033 **Fax**
email
Address 1650 Mission Street, Suite 400
City San Francisco **State** CA **Zip** 94103

Project Location

County San Francisco
City San Francisco
Region
Cross Streets 16th Street and 7th Street
Parcel No. Block 3833, Lots 1, 2 and 3; Block 3834, Lot 1
Township **Range** **Section** **Base**

Proximity to:

Highways I-280, US 101, and I-80
Airports
Railways Caltrain
Waterways San Francisco Bay
Schools UCSF Mission Bay, Enola MS, El Camino HS, Potrero MS
Land Use M-2 Zoning District (Heavy Industrial), 50-X Height and Bulk District

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Economics/Jobs; Growth Inducing; Landuse; Noise; Population/Housing Balance; Toxic/Hazardous; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Public Utilities Commission; Office of Emergency Services; Department of Fish and Game, Region 3; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 4; San Francisco Bay Conservation and Development Commission; Department of Toxic Substances Control

Date Received 01/25/2008 **Start of Review** 01/25/2008 **End of Review** 03/10/2008



Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor



Linda S. Adams
Secretary for
Environmental Protection

FAX TRANSMITTAL SHEET

DATE: 3/13/08

NO. OF PAGES WITH COVER SHEET: 3

ATTENTION: Michael Jacinto
PHONE: _____
FAX#: _____

FROM: Homayune Aliqee
PHONE: (510) 540-3838

COMMENTS:

Sorry they're a bit late i/ Thanks.

The fax transmittal was sent from the ³⁸¹⁹ ~~Enforcement and Emergency Response~~ Site Mitigation ~~Program~~ Berkeley Office, fax number (510) 540-~~3819~~. If you had any problems with this transmission, or if you have not received all of the pages, please call the sender or you may call our assistant at (510) 540-3856.



Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
700 Heinz Avenue
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

March 13, 2008

Mr. Bill Wycko, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Fourth Floor
San Francisco, California 94103

Dear Mr. Wycko:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (Draft EIR, SCH # 2004112037) for the 1000 16th Street Urban Mixed-Use Project. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released and regulates hazardous waste pursuant to the California Health and Safety Code, Division 20, Chapters 6.5 and 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the California Environmental Quality Act (CEQA) documentation prepared for this project adequately addresses any management of hazardous wastes and remediation of hazardous substance releases that may be necessary.

1) According to the Draft EIR, a paint factory operated on the project site from the early 1920's until 1996. Soil and groundwater sampling conducted at the site indicate that soil and groundwater are contaminated with heavy metals, total petroleum hydrocarbons, volatile organic compounds, and polynuclear aromatic hydrocarbons. Following remediation, contaminants of concern will remain in soil at the site above concentrations which allow for unrestricted use. The contaminated soil will remain under a permanent cover consisting of future buildings and associated paved parking lots, driveways, and sidewalks. In non-paved areas, the final cover shall consist of non-woven geotextile material and at least two feet of clean, imported soil. The post-development Site Mitigation Plan includes provisions for inspecting and maintaining the permanent cover. Notification to the San Francisco Department of Public Health will be required for all activities that disturb the permanent cover.

When contaminated soil is contained on-site, institutional controls such as a land use covenant need to be put in place to ensure compliance with the restrictions related to disturbance of covers. DTSC uses Operation and Maintenance Agreements as the mechanism for ensuring that cover inspection and maintenance are performed. The mechanisms that will be used to ensure implementation of the post-development Site

Mr. Bill Wycko
March 13, 2008
Page 2 of 2

Mitigation Plan and compliance with restrictions on disturbance of the cover should be discussed in the draft EIR.

2) It is stated in the draft EIR that a temporary cap will be installed over the entire site following the removal of the top three feet of soil. Please identify what this cap will consist of, and the thickness of the cap.

Please contact Homayune Atiqee of my staff at (510) 540-3838 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Mark Piros, P.E., Unit Chief
Northern California Coastal - Cleanup Operations Branch

cc: without enclosures

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

March 12, 2008

Michael Jacinto
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: 1000 16th Street Urban Mixed-Use Project
SCH#: 2004112037

Dear Michael Jacinto:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on March 10, 2008. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2004112037) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

RECEIVED

MAR 14 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

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MAR 12 2008
STATE CLEARING HOUSE

clear
3-10-08
late

SF280136
SF-280-R6.6
SCH#2004112037

March 12, 2008

Bill Wycko
San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103

Dear Mr. Wycko:

1000 16th Street Urban Mixed-Use Project – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 1000 16th Street Urban Mixed-Use Project. We reviewed the Draft Environmental Impact Report (DEIR) and have the following comments:

Highway Operations

The DEIR provides an overall intersection Level of Service (LOS) for each of the 12 study intersections. However, the measures of effectiveness (MOE) for the overall intersection typically do not adequately describe the operation and may actually mask a deficient condition on one or more approaches. Therefore, MOEs for intersections need to be determined and reported for each approach leg. In particular, we are interested in the Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections. In addition, we consider LOS alone to be an inadequate MOE for describing traffic operational conditions. LOS may be used as a secondary MOE. For intersections, however, the accepted MOEs used by the Department include, flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio.

On page 19 in Table 5, the 2025 cumulative volumes for the intersections of Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections are significantly higher than existing volumes. Please explain the reasons for the amount of increases shown in the table. Table 5 also shows the project contribution to the cumulative volumes as relatively small at the Mariposa/I-280 off-ramp and Mariposa/I-280 on-ramp intersections. Please explain how these trips were distributed.

Traffic Operations

On page 107, the report indicates under existing conditions the Mariposa/I-280 onramp meets the Department's signal warrant. Please provide count data to support this claim.

Bill Wycko/San Francisco Planning Department

March 12, 2008

Page 2

Forecasting

On page 114, please provide a table of trip generation calculations and please explain how the modal split of 63 percent auto trips, 19 percent transit trips, and 18 percent walk trips were derived.

On page 115, when analyzing traffic impact, please include existing and cumulative conditions to ensure projects in the vicinity of the proposed site are considered when analyzing traffic impacts.

Community Planning

References were made in the DEIR regarding alternative vehicle options available to future residents including bicycle and transit alternatives. To further decrease vehicle trip generation, we suggest the following,

1. Provide adequate lighting at the undercrossings of I-280 on 16th Street to increase pedestrian safety. This is especially important because pedestrians and bicyclists who travel along 16th Street have to navigate with automobile flow and the railroad crossings (Caltrain). In addition, 16th Street is also the most direct path in accessing the MUNT's T 3rd Street light-rail stations (Gene Friend Station & Mariposa Street Station) which are approximately 0.5 miles away.
2. Consider redesigning the pedestrian crossing at the 16th/7th/Mississippi Street intersection to provide a safer environment and easier access to MUNT's T 3rd Street light-rail stations. Presently "at the three-way STOP-controlled intersection of 16th/7th/Mississippi, pedestrians were observed to have difficulty crossing at all approaches at this intersection since the westbound approaches do not stop." (pg 110) It should also be noted that the intersection is skewed causing vehicles to turn from westbound 16th Street to 7th Street at relatively high speed. As a pedestrian safety countermeasure, consider using ladder-style striping for the crosswalks at this location and installing signs to warn motorists of pedestrians. The use of ladder-style striping will help improve visibility of the crosswalk.

Encroachment Permit

Any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E

Bill Wycko/San Francisco Planning Department
March 12, 2008
Page 3

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



LISA CARBONI
District Branch Chief
IGR/CEQA

c: State Clearinghouse

Mr. Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 1000 16th Street Project
Planning Dept. Case No. 2003.0527E

3 March 2008

RECEIVED

MAR 06 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Dear Mr. Wycko:

I am writing to express my serious concerns about the 1000 16th Street Project.

Specifically, the size of the project. This is too many units, with too many cars. There is nothing comparable in the neighborhood, so the city infrastructure is not in place to handle a project of this size.

A project of this size needs to be located closer to downtown, with transportation, retail, and other residential infrastructure already in place. Re-zoning this area to a mish-mash of large-scale residential/industrial seems like ill-conceived urban planning for the following reasons:

1. Increased traffic: A large-scale development in this location will increase traffic congestion considerably. Residents will need to drive everywhere for their basic needs since this is essentially an industrial neighborhood, resulting in increased traffic throughout the city. Some increase in traffic in the immediate neighborhood is fine, but not to the extent that 408 dwelling units would entail. The area is bounded by busy, single-lane streets. Also, the westbound traffic on 16th Street tends to move very fast, since two lanes narrow to one just after the Seventh Street intersection. Cars frequently race each other to the single lane merge. Cars also travel very fast on Seventh Street, another single-lane street.
2. Increased traffic mix: Being an industrial neighborhood, there is a large amount of truck traffic, and increasing the number of passenger cars entering and exiting 16th, 7th, and Hubbell streets will negatively impact the truck traffic flow. Cor-O-Van, Wo Chong Tofu, Economy Restaurant Fixtures, and the AT&T truck yard are all truck intensive companies, directly across the streets surrounding the proposed project.
3. No public transportation: There is no public transportation nearby to handle such a large population. The 10 and 19 lines are four blocks from Connecticut Street, the western tip of the project, and the Third Street rail is an even further distance in the opposite direction. The 22 line is a block away, but that line circumvents downtown.
4. Decrease in air quality: With the increase in traffic will come a decrease in air quality. Since this is an industrial neighborhood, there is currently very little pedestrian traffic. The few retail shops that will be located within the proposed project will not be sufficiently varied for the number of proposed new residents, so these residents consequently will be driving frequently, thereby adding to the current traffic mix, keeping everyone on the streets longer.

I am happy that the vacant lot will be developed, just not to the currently proposed scale. I buy Mayor Newsom's "Vancouverization" of SF, but that concept needs to be focused, just like Vancouver. A project of this proposed size in this location I have to oppose.

Thank you for the opportunity to offer input.

Sincerely,



John Marin
49 Missouri Street, Unit 11
San Francisco, California 94107



SAN FRANCISCO FIRE DEPARTMENT

Bureau of Fire Prevention-Plan Check Division

1660 Mission St. - 2nd Floor

San Francisco, California 94103

Phone: (415) 558-6517 Fax: (415) 558-3328

RECEIVED

February 6, 2008

FEB 08 2008

Bill Wycko - Planning
1650 Mission, Suite 400
San Francisco, CA 94103

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.F.A.

Re: 1000 -16th St

The SFFD is requiring clearance for the permission to build structures. The applicant must follow the guidelines showing adequate hydrants, fire flow, fire department connections, and access roads. Please see the enclosed documents for guidance.

Cap W J Mitchell

Captain William Mitchell

SAN FRANCISCO



FIRE DEPARTMENT

DIVISION OF FIRE PREVENTION & INVESTIGATION

February 6, 2008

New Buildings: Guideline for Fire Clearance

All new structures require a preliminary San Francisco Fire Department review to assure apparatus access and water supplies are sufficient per the 2007 California Fire Code and 2003 NFPA 14.

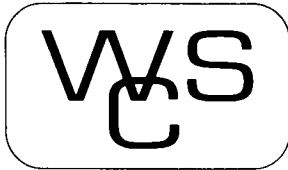
A one dollar (cost of job) permit shall be applied for at the Department of Building Inspections. Two sets of overall site plans shall be submitted, drawn to an indicated scale. Plans must be a minimum of 11" x 17". The scope of work must be indicated. This should be sufficient for most projects of limited size (e.g. smaller residential or commercial buildings on established, wide streets).

These items **must** be included in the plans:

1. Hydrant locations per 2007 CFC section 508 and Appendix C;
2. Fire flow calculations per 2007 CFC section 508 and Appendix B*;
3. Fire department connection location per 2003 NFPA 14 (if a standpipe system is required, a fire hydrant must be within 100 feet);
4. Fire apparatus access roads per 2007 CFC section 503 and SFFC Bulletin # 5.01. Include street widths, whether parking will be allowed and turnaround dimensions (where applicable).

*Fire flow calculations must be signed by a C-16 contractor or licensed engineer. New highrise's fire flow calculations must be signed by an engineer. Per the UFC Applications manual, the sprinkler and hose demands must be added to the minimum flow rate.

Small buildings with code compliant hydrant locations, water supplies and access roads may be done over-the counter. All other projects will be taken into the system for review.



WILLIAM SPENCER COMPANY
CONTRACTORS • REAL ESTATE

99 SOUTH HILL DRIVE • BRISBANE, CALIFORNIA 94005-1215
TEL: (415) 468-5000 • FAX: (415) 468-4579
CALIFORNIA CONTRACTORS LICENSE #334263

February 4, 2008

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RECEIVED

FEB 06 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

RE: Public Notice
Availability of a Draft Environmental Impact Report for the
1000 16th Street Project
Planning Department Case No. 2003.0527E
State Clearinghouse No. 2004112037

Dear Mr. Wycko:

Please note we own property across the street 190 Hubbell Street and 455 Irwin Street. We are opposed to the 1000 16th Street project. 400 units are excessive and the area is industrial and should stay so.

Sincerely,

WILLIAM SPENCER COMPANY



William D. Spencer

WDS/tc

Attachment 2: Transcript of DEIR Public Hearing

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San Francisco Planning Commission

Meeting

February 21, 2008

ITEM 17

**Case Number 2003.0527E
1000 16th Street, Draft EIR.**

5:22 p.m.

**Commission Chambers
City Hall
1 Dr. Carlton B. Goodlett Place
Room 400, Fourth Floor
San Francisco, California**



ORIGINAL

Reported by: Tahsha Sanbrailo

CALIFORNIA REPORTING, LLC

52 Longwood Drive, San Rafael, California 94901/ (415) 457-4417

P R O C E E D I N G S

February 21, 2008

San Francisco, California

ITEM 17: Case Number 2003.0527E, 1000 16th Street, Draft EIR.

MS. AVERY: Commissioners, we are now on Item Number 17, Case Number 2003.0527E for 1000 16th Street. It's a public hearing on the Draft Environmental Impact Report.

MR. JACINTO: Good afternoon, Commissioners, Michael Jacinto, Planning Department staff. The Item before you is a hearing to receive comments on the Draft Environmental Impact Report for Case Number 2003.0527E, the 1000 16th Street Urban Mixed Use Project.

Staff is not here today to make a presentation on the project or to answer comments. Comments will be transcribed and responded to in writing in the comments and responses document, which will include responses to all verbal and written comments received, as well as revisions to the Draft EIR text as appropriate.

This is not a hearing to consider approval or disapproval of the project. That hearing will follow the final EIR certification.

Comments today should be directed to the adequacy and accuracy of the information contained within the Draft EIR. Commenters should speak slowly and clearly so that the

1 court reporter can produce an accurate transcript. Also
2 commenters should state their name and address so they can
3 be properly identified and so that they can be sent a copy
4 of the comments and responses documents when it's completed.

5 After comment from the general public we will also
6 take any comments on the Draft EIR by the Planning
7 Commission. The public comment period for this project
8 began on January 26 and ends 5:00 p.m. on March 10th.

9 I'd like to point out that there was a typo in the
10 calendar for today. This Item is on the regular calendar
11 and it is not proposed for a continuance. The public
12 comment period is our typical 45-day public comment period
13 for Draft EIRs.

14 This concludes the presentation.

15 And with that, I would request that the Commission
16 open the floor for public comment, and I'm available for
17 questions should you have any. Thank you.

18 COMMISSIONER OLAGUE: Thank you.

19 I'd like to open it for public comment on this
20 Item.

21 I see none.

22 Public comment is closed.

23 Commissioners? Commissioner Sugaya's name is
24 here. So let me see if they're in the back if they'd like
25 to make comment, because.

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COMMISSIONER SUGAYA: That was from before.
COMMISSIONER OLAGUE: Was it from before?
COMMISSIONER SUGAYA: Yeah.

(Whereupon the item was concluded)

-- o0o --

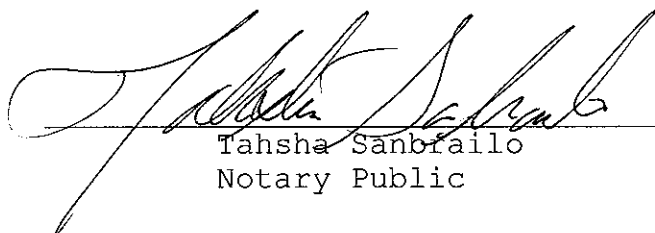
NOTARY PUBLIC
STATE OF CALIFORNIA) SS.

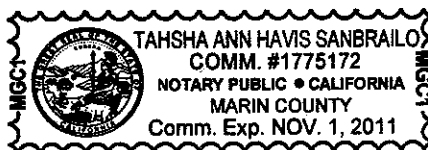
I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a notary public and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF,

I have hereunto set my hand this 29th day of February, 2008.


Tahsha Sanbrailo
Notary Public



APPENDICES

APPENDIX A: Initial Study

APPENDIX B: Distribution List

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A. INITIAL STUDY

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PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

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COMMISSION CALENDAR
INFO: 558-6422

INTERNET WEB SITE
WWW.SFGOV.ORG/PLANNING

November 6, 2004

RE: Case No. 2003.0527E – 1000 16th Street/Daggett Court Project
Notice of Preparation of an Environmental Impact Report

To Responsible Agencies, Trustee Agencies, and Interested Parties:

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project is being sent to you because you have been identified by the Planning Department as potentially having an interest in the project or the project area.

An Initial Study has been prepared and provides further information regarding the proposed project and the environmental issues to be considered in the Draft EIR. The Initial Study is either attached or is available for review upon request from **Bill Wycko**, who you may reach at **(415) 558-5972** or at the address above.

As stated in the Notice, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving any comments you may have about issues to be addressed in the EIR by **December 6, 2004**. Written comments should be sent to Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

Please note that preparation of an EIR does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

If you wish to receive a copy of the Draft EIR directly when it is available or if you have any questions concerning the attached materials or the EIR process, please contact Bill Wycko at the address or telephone number shown above.

Sincerely,

A handwritten signature in black ink that reads "Paul E. Maltzer for".

Paul E. Maltzer
Environmental Review Officer



PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER (415) 558-6378	DIRECTOR'S OFFICE PHONE: 558-6411	ZONING ADMINISTRATOR PHONE: 558-6350	PLANNING INFORMATION PHONE: 558-6377	COMMISSION CALENDAR INFO: 558-6422
4TH FLOOR FAX: 558-6426	5TH FLOOR FAX: 558-6409	MAJOR ENVIRONMENTAL FAX: 558-5991	INTERNET WEB SITE WWW.SFGOV.ORG/PLANNING	

November 6, 2004

To Responsible Agencies, Trustee Agencies, and Interested Parties:

**RE: CASE NO. 2003.0527E – 1000 16th STREET/DAGGETT COURT PROJECT
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the Draft EIR. The NOP/Initial Study is either attached or is available upon request from **Bill Wycko**, who you may reach at **(415) 558-5972** or at the above address. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

Project Description: The 1000 16th Street/Daggett Court Project would involve construction of a new residential development on the vacant site of a former paint factory. The proposed project would include construction of three buildings, up to five stories and 65 feet tall, on the triangular site, providing a total of approximately 450 residential units and approximately 10,000 gross square feet of ground-floor retail space. The residences would be a mix of studio, one-, two-, and three-bedroom units. Retail space would be located on the ground floor at the 16th Street and Missouri Street intersection. Pedestrian entrances and lobbies for the residential units would be located on all sides of the property. Open space for the project would be provided in two landscaped at-grade courtyards, publicly accessible open space, a plaza, and corridors connecting the site to perimeter streets. Operations of the former paint factory ceased in 1996 and all above-ground facilities have been demolished and removed, with only concrete pads remaining. As part of the proposed Site Remediation Plan (SMP), the concrete pads will be removed.

The triangular 4.03-acre site is located on Assessor's Block 3833, Lots 1, 2 and 3, and Block 3834, Lot 1, on the block bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south. Daggett Street, a currently unused right-of-way that would be vacated and acquired as part of the project, runs through the site between 16th and 7th Streets. Approximately 478 independently accessible parking spaces would be provided in a 5 ½-level parking structure located on the northeastern corner of the site and accessed from both Hubbell and 7th Streets. The parking structure would be surrounded on three sides by residential units. Two full-sized truck loading spaces located on the ground-level of the garage would be accessed from 7th Street. The project site is currently zoned M-2 (Heavy Industrial) and is within a 50-X Height and Bulk District. However, the interim Eastern Neighborhood Rezoning project policies designate the area as being rezoned for mixed-use housing/commercial. The project sponsor is seeking a conditional use authorization for a Planned Unit Development, General Plan Amendments regarding the proposed residential use and density, and Planning Code Amendments for creation of a Special Use District because the project would exceed the site's existing limits on height and residential density. The project would also require a street vacation for the closure and acquisition of Daggett Street, as well as the relocation of the Daggett Street sewer line.

As stated in the NOP, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **December 6, 2004**. Written comments should be sent to Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning environmental review of the proposed project, please contact Bill Wycko at 558-5972.

1000 16TH STREET RESIDENTIAL PROJECT
INITIAL STUDY
2003.0527E

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

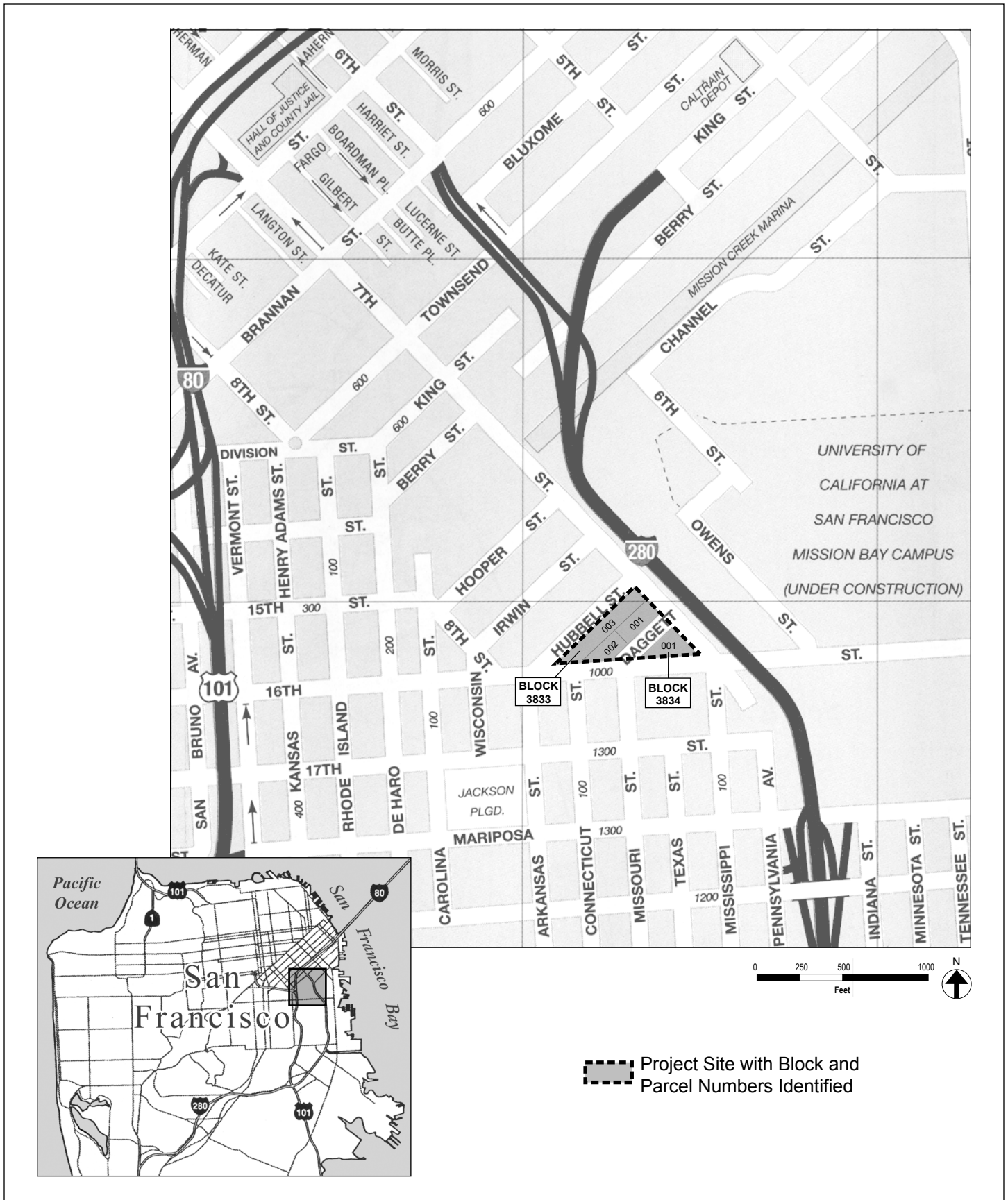
The project site, Lots 1, 2, and 3 on Assessor's Block 3833 and Lot 1 on Assessor's Block 3834, is located at the foot of the Potrero Hill neighborhood in San Francisco on the block bounded by Hubbell Street on the northwest, 7th Street on the northeast, and 16th Street to the south (see Figure 1). The one-block-long Daggett Street runs between 16th and 7th Streets and splits the site's two parcels. The 4.03-acre project site, which is proposed to include the existing unused .88-acre Daggett Street right-of-way, is vacant and fenced off from public access. The site was most recently occupied by a paint factory that was demolished in 1996. All above-ground facilities have been demolished and removed, with only concrete pads remaining. These pads will be removed as part of the proposed Site Mediation Plan (SMP).

The project site is zoned M-2 (Heavy Industrial), which essentially allows for manufacturing, light industrial and warehousing uses. The site is located in a 50-X Height and Bulk District and is also within the North Potrero subarea of the Central Waterfront Plan area.

The proposed project would include construction of three buildings on the triangular-shaped site, which would be up to five stories and 65 feet tall, and which would provide a total of 450 residential units.¹ Approximately 80 percent of the proposed residences would be studio and one-bedroom units, approximately 15 percent would be two-bedroom units, and approximately five percent would be three-bedroom units. Ground-floor units with street frontage would be directly accessible from the street. Two of the buildings would be constructed around courtyards, while the third (at the northern corner of the site) would provide units around the perimeter of a proposed parking structure. Altogether, the residential component of the project would provide approximately 400,000 gross square feet (gsf) of space. See Figures 2-5 for a site plan, ground level plan, upper floor plan, and elevations.

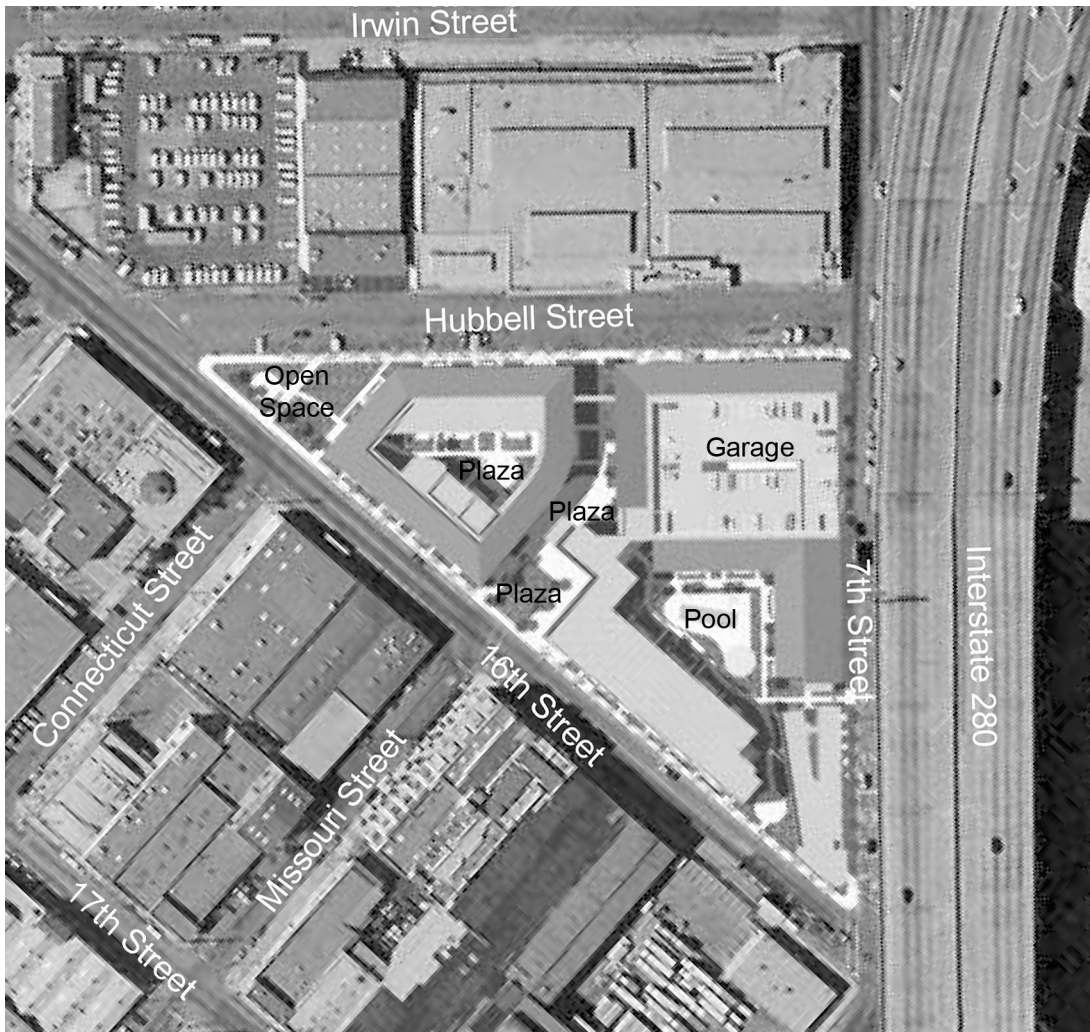
The project would also include approximately 10,000 g.s.f. of ground-floor neighborhood-serving retail space oriented around a rectangular, publicly-accessible plaza located at the intersection of Missouri and 16th Streets (see Figure 2). A fitness center located adjacent to the retail space would be available for use only by the project's residents. Other tenant amenities would include laundry facilities, a common room, and potentially an outdoor pool. Pedestrian entrances and lobbies for the residential units would be located on all sides of the property.

¹ The project sponsor has not yet determined if the project's units would be condominiums or rental apartments or a combination.



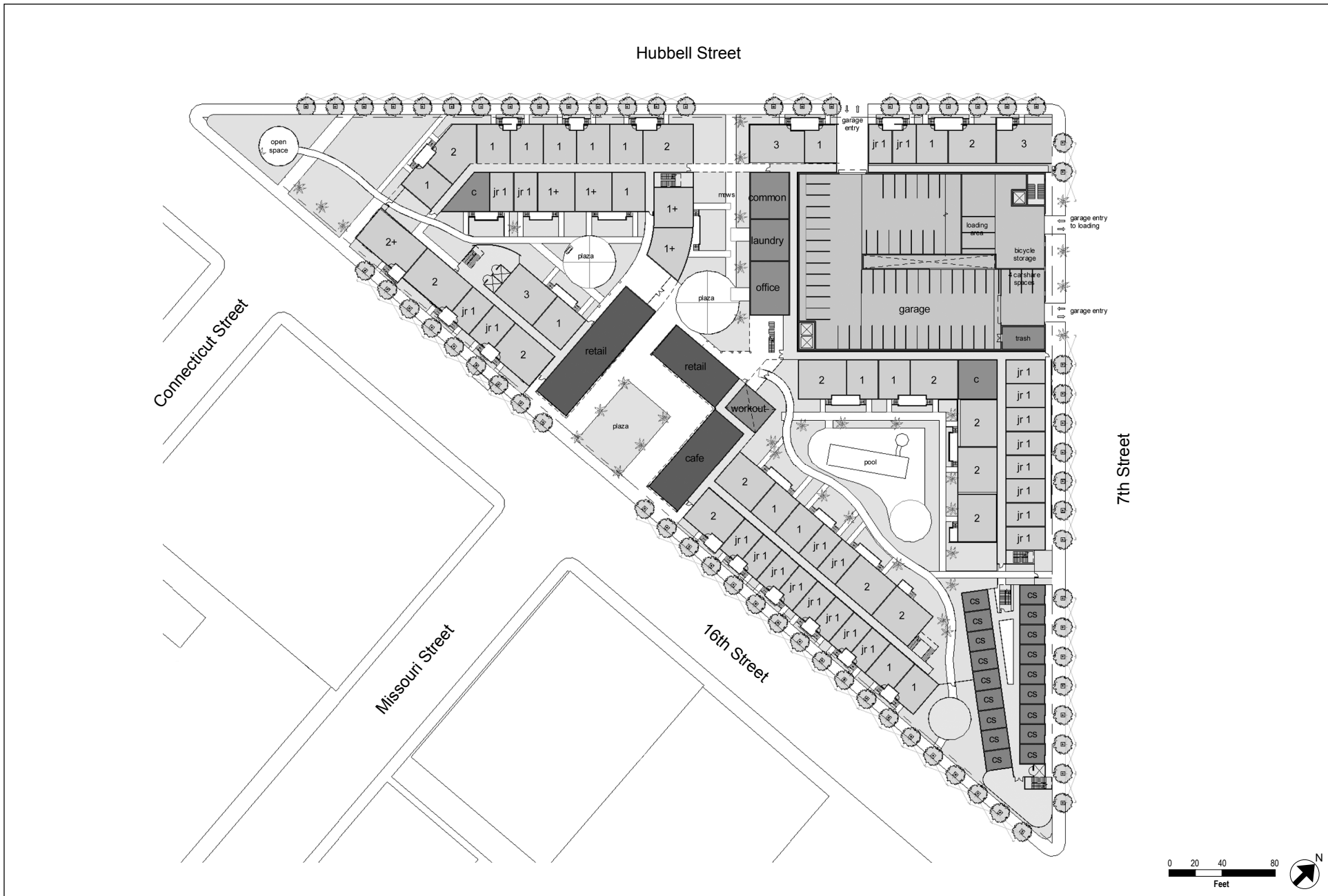
Source: California State Automobile Association, 2002

Figure 1 - Project Location



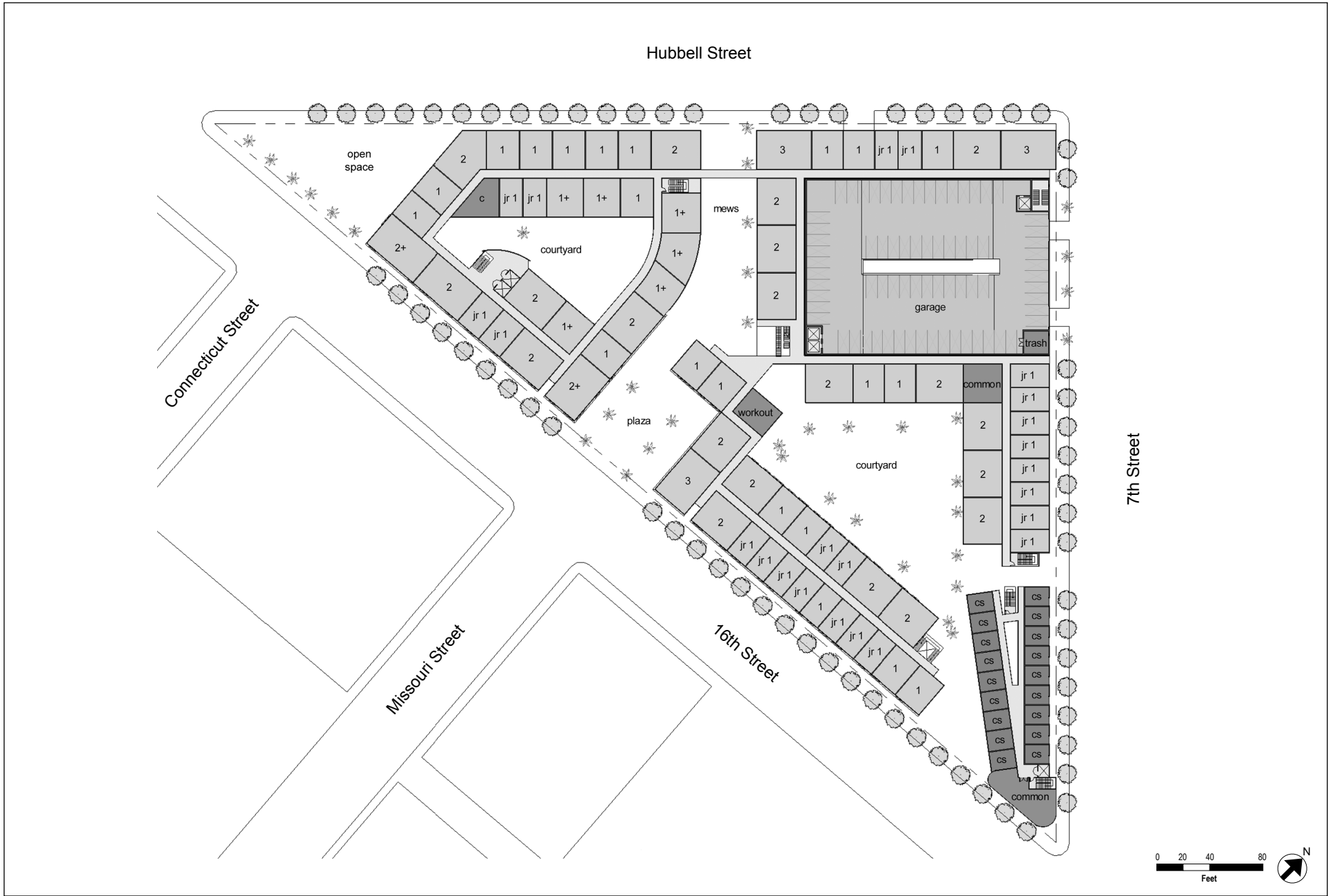
Source: David Baker + Partners, 2004

Figure 2 - Site Plan



Source: David Baker + Partners, 2004

Figure 3 - Ground Level Plan



Source: David Baker + Partners, 2004

Figure 4 - Typical Upper Level Plan



Source: David Baker + Partners, 2004

Figure 5 - Elevations

1000 16th Street Residential Project
Initial Study

A 5½-level parking structure that would provide approximately 478 independently accessible parking spaces (including four spaces offered to City Carshare) would be accessible from Hubbell and 7th Streets. Per the requirements of Planning Code Section 155, 19 of these spaces would be dedicated for handicapped parking. Two dedicated truck loading stalls would be accessed from a separate 7th Street entrance/exit. Parallel on-street parking would be available on 7th and 16th Streets, and diagonal on-street parking would be available on Hubbell Street.

The project would provide approximately 28,600 square feet (sq. ft.) of common open space for the use of building residents. Common open space would include a variety of interconnected and various-sized ground-level spaces located throughout the site. A series of pedestrian paths would connect hardscaped plazas and landscaped courtyards to one another and adjacent streets. The project would also include approximately 26,664 sq. ft. of publicly accessible open space, including open space at the intersection of 16th and Hubbell Streets, a plaza at the intersection of 16th and Missouri Streets and mews (open space corridors) connecting the center of the site to Hubbell Street. In addition, the project would include widened sidewalks and landscaped areas along all three of the site's adjacent streets. The project would include approximately 2,700 sq. ft. of private open space in the form of entry stoops.

A number of site contamination investigations have been conducted on the site, and have identified portions of the underlying soils as being contaminated by a number of organic and inorganic substances. Several remediation options have been developed, and a final plan will be implemented prior to the beginning of construction. The original plan approved by the San Francisco Department of Public Health (SFDPH) on July 24, 2001 involved demolition and removal of all reinforced concrete surfaces remaining on the site, excavation and stockpiling the upper three feet of soil across the entire site, analyzing stockpiled soil for waste disposal profiling purposes, transporting profiled soil to an appropriate licensed disposal facility, grading of the site and placement of a marker barrier to indicate the transition from a clean soil cap to the underlying contaminated fill material, backfilling the excavated area with clean imported fill material, and hydroseeding to create a temporary vegetative cover.

This plan has subsequently been modified to take into account the planned site modifications, in accordance with the Voluntary Remedial Action Program administered by SFDPH. As a result, the contamination issues associated with development of the project are currently proposed to be addressed by the applicant conducting a risk assessment to evaluate the risks to future residential uses of the site, developing a revised Site Mitigation Plan (SMP) reflecting the planned site development, and implementing the revised SMP prior to, or in conjunction with, initial construction activities for site development, upon approval of the revised SMP by SFDPH.

It is possible that, under this plan, the site could be capped instead of undertaking the off-site hauling of contaminated material. While the existing concrete pads would be removed regardless, whether the contaminated materials are removed or capped is dependent on the foundation designs for the residential units. In June 2004, a Data Evaluation/Sampling and Risk Assessment Workplan was approved by SFDPH. Preliminary risk assessment results indicated that the potential for significant impacts with regard to volatile organic compounds and indoor air quality do exist, but that further sampling and risk assessment is required.

An addendum to the Risk Assessment Workplan was submitted to SFDPH on October 14, 2004, and it is anticipated that additional air and soil samples will be taken on the site in the first week of November, 2004.

The Revised SMP, which will be based on the Data Evaluation/Risk Assessment Report, will detail specific requirements for the site cap that are appropriate for the planned retail and residential buildings and landscaped areas. The revised SMP is expected to be submitted in the fall of 2004 to the SFDPH for review and approval, after which site remediation would be initiated.

The project would require the following actions (acting bodies shown in italics):

General Plan Amendments

- Residence Element – Amend Density Plan Map to change from average of 54 units/acre to approximately 100 to 120 units/acre. *Planning Commission and Board of Supervisors*
- Central Waterfront Plan – North Potrero Subarea – Amend Plan language that is arguably inconsistent with project by eliminating/modifying policies that encourage industrial preservation and that may limit development of major new housing. *Planning Commission and Board of Supervisors*

Planning Code Amendments

- Planning Code Amendment for creation of a Special Use District (SUD) to increase residential density limit to accommodate proposed density: from current M-2 (Heavy Industrial) rule of 1 unit/800 sq. ft. of lot area to approximately 1 unit/390 sq. ft. of lot area. *Board of Supervisors*
- Height Limit Increase (from 50 to 65 feet). *Board of Supervisors*

Conditional Use/Planned Unit Development

- Conditional Use Authorization for housing in M-2 (Heavy Industrial) zone. *Planning Commission*
- Exception for rear yard location as a Planned Unit Development. *Planning Commission*

Vacation of Daggett Street

- Street Vacation for closure of Daggett Street right-of-way and sale of property by the Port of San Francisco² to project sponsor *Department of Public Works and Board of Supervisors*

Site Remediation

- Approval of Revised Site Mitigation Plan. *Department of Public Health*

² Noreen Rose, Deputy City Attorney, City and County of San Francisco, Conversation with EDAW, October 25, 2004. At the time that California became a state, the property at 1000 16th Street was in tidelands and managed by the State on behalf of the public trust. When the area was filled in the late 1800's, the State sold the blocks to private parties but reserved title to the streets. In 1968 the State transferred all of its interest in most of its public trust land in San Francisco, including Daggett Street, to the management and control of its trustee agency, the Port of San Francisco. Therefore, if the City were to vacate the street and give up the easement it was granted, the fee to do so would still be held by the State, through its trustee agency.

Project construction would take approximately 24 months. Construction would include clean-up of the existing site conditions and the relocation of the Daggett Street sewer line. The existing concrete building foundation pads will be removed. Project completion is planned for Spring, 2007. The project's construction cost is estimated at \$55 million. The project architect is David Baker + Partners Architects, of San Francisco.

The following issues will be included in the Environmental Impact Report (EIR):

- Land Use
- Population
- Visual Quality
- Transportation / Circulation
- Hazardous Materials (Remediation, including water and air quality)

The following issue will not be included in the EIR specifically:

- Noise
- Air Quality / Climate
- Utilities / Public Services
- Biology
- Geology / Topography
- Water
- Energy / Natural Resources
- Cultural Resources
- Some subtopics of Land Use, Visual Quality and Hazardous Materials

B. PROJECT SETTING

The project site is located in southeast San Francisco, at the northern base of Potrero Hill, two blocks north of the Potrero Hill residential neighborhood. The site is just west of the mixed-use University of California, San Francisco (UCSF) Mission Bay campus on the opposite side of Interstate 280, and a few blocks southeast of the interior design neighborhood known as Showplace Square. Two live/work buildings are located directly across 16th Street to the south. Jackson Playground is located one block to the southwest of the site.

Despite the presence of the live/work buildings, park, and mixed-use Mission Bay campus, parcels in the project site's immediate surroundings to the north, south and west are predominantly light industrial, which is more consistent with the uses specified by the area's M-2 zoning. A two-story food equipment supplies manufacturer and its parking lot are situated immediately north of the site across Hubbell Street, alongside an electrical supplies distributor, a parking yard owned by SBC, and a deli. Interstate 280 and the Caltrain tracks parallel the east side of 7th Street across from the project site. Mostly light industrial and live/work uses are immediately to the south along 16th Street.

The Eastern Neighborhoods Community Planning Process, which encompasses the Showplace Square Area and Potrero Hill, will likely result in the rezoning of some industrial areas (zoned M-1 and M-2) to allow for residential infill uses, as well as fostering of the arts, showroom uses, furniture makers, etc. in that area. The planning process determined that residents do not believe that heavy industry or warehousing is appropriate

given the high land values of today's market.³ The community has expressed that residential uses and neighborhood-serving retail uses are important, and they recognize 16th Street as a long-term transit corridor that would warrant Transit Oriented Development (TOD).⁴ On February 12, 2004, the San Francisco Planning Commission adopted the Eastern Neighborhood Interim Controls and Interim Policies which encourage the following: the permitting of the maximum housing density in new residential projects; the provision of 20% of units as 2- or more bedrooms in a new project with 10 or more units; the limiting of heights to 40 feet on streets less than 40 feet in width and on parcels adjacent to designated open spaces; and the permitting of parking not exceeding 1 parking space per residential unit (except for lots currently zoned Residential/Service Mixed Use District (RSD), where 1 parking space per every 4 units is the maximum permitted).

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed 1000 16th Street residential project is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to land use, population, visual quality, transportation/circulation, and hazards have been determined to be potentially significant, and will be analyzed in an EIR. Topics noted "To Be Determined" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact. The EIR may provide discussion of topics determined in this Initial Study not to be significant, for informational purposes.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential individual and cumulative effects of the 1000 16th Street Residential project were determined either to be less than significant or to be mitigated to a less-than-significant level through recommended mitigation measures: noise, air quality, shadow, wind, utilities/public services, biology, geology/topography, water, energy/natural resources, and cultural resources, as well as some subtopics of land use, visual quality and hazards. These items are discussed in Section III below, and require no further environmental analysis in the EIR.

³ San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods Rezoning Options Workbook, First Draft*, February 2003.

⁴ San Francisco Planning Department, *Eastern Neighborhoods Rezoning Interim Policies*, February 12, 2004, p. 41. The Design Guidelines appended in the Policies list 16th Street from Rhode Island Street to Mississippi Street as among the neighborhood's "major transit and retail corridors."

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Not <u>Applicable</u>	<u>Discussed</u>
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	_____X_____
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_____	_____X_____

The 1000 16th Street project would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in the context of the *San Francisco General Plan* (General Plan) and other relevant plans. The City’s General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Applicable area plans and elements of the General Plan include the Central Waterfront Area Plan, the Urban Design Element, the Residence Element, and the Transportation Element.

In general, potential conflicts with the General Plan are considered by decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. As noted above, the project would require amendments to the General Plan Residence Element Density Plan Map to allow an increase in permitted density (from 54 to approximately 100-120 units/acre) and to the language of the Central Waterfront Plan - North Potrero Subarea policies that encourage industrial preservation and limit development of major new housing projects. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project (as amended).

If the project, on balance, were to have substantial conflicts with the General Plan objectives and policies, it could not be approved. Plans and policies will be discussed in the EIR.

The Planning Department is currently working on a proposal for rezoning the Eastern Neighborhoods, including development of a community plan for the Showplace Square/Potrero Hill subarea in which the project site is located. As of February 2004, the Planning Commission adopted interim policies to govern development in the Eastern Neighborhoods, including Showplace Square/Potrero Hill. Those interim policies place the project site within a “Housing/Mixed Use” district. In that district, the Commission’s interim policies promote the maximum housing density permitted under current zoning; allow light and medium production, distribution and repair (PDR) uses; and strongly encourage at least twenty percent of dwelling units to have two or more bedrooms. The EIR will evaluate the proposed project’s compliance with existing zoning controls, the adopted interim policies, and the proposed Showplace Square/Potrero Hill community plan, including any rezoning of the proposed project’s parcels that may have taken place by then.

The Eastern Neighborhoods Rezoning Options Workbook identifies community goals as selected by Showplace Square and Potrero Hill participants within the context of zoning options and community planning. The top three goals are: 1) High Density and Affordable Housing; 2) Quality Housing Development; and 3) Housing in Transit Corridors. The project would meet the City of San Francisco’s 12%

inclusionary housing requirement and would provide high density housing along an identified transit corridor (16th Street).⁵ Incidentally, the fourth community goal is the elimination of blighted industrial uses, particularly in Showplace Square; the proposed project would be built upon an empty, formerly industrial lot.

The *San Francisco Planning Code* (Planning Code), which incorporates by reference the City Zoning Maps, implements the General Plan, and governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. Currently, the project site is zoned M-2 (Heavy Industrial), which allows essentially all commercial uses at a density of five times the lot area [Floor Area Ratio (FAR) of 5.0:1] or up to about 877,000 square feet, but allows dwelling units at a considerably lower density. The site is within a 50-X Height and Bulk District. The project also would require amendments to the Planning Code to increase height limits from 50 to 65 feet, and establish a Special Use District to increase residential density limits from 1 unit/800 sq. ft. of lot area to approximately 1 unit/390 sq. ft. of lot area. Conditional Use/Planned Unit Development authorization would be required to permit housing in the M-2 zone and to provide a rear yard exception for a Planned Unit Development. Finally, the Board of Supervisors, upon the advice of the Department of Public Works and Department of Real Estate, would need to approve the vacation of Daggett Street and the sale of the underlying land by the Port of San Francisco to the project sponsor.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Commission to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the *California Environmental Quality Act* (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case reports for the project approvals and/or subsequent motions of the Planning Commission and the Board of Supervisors will contain the analysis determining whether the proposed project is in conformance with the Priority Policies.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. The relationship of the project to Planning Code requirements will be described in the EIR.

⁵ The Design Guidelines appended in the *Eastern Neighborhoods Rezoning Interim Policies* (February 12, 2004) list 16th Street from Rhode Island Street to Mississippi Street as among the “major transit and retail corridors” in the neighborhood (p. 41). Additionally, the proposed project would be located approximately one-half mile from either of two stops on the extended San Francisco Muni 3rd Street Rail line, scheduled to begin operation in 2005. 16th Street is the only major east/west thoroughway by which either station could be reached. Additionally, 16th Street is a major entrance to the UCSF Mission Bay development.

B. ENVIRONMENTAL EFFECTS

Except for the categories of land use, population, visual quality, transportation/circulation, and hazards materials, the items on the Initial Study Checklist have been checked “No,” indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in those areas. For the items where the conclusion is “To be Determined,” the analysis will be conducted in the EIR. Several checklist items have also been checked “Discussed,” indicating that the text includes discussion of that particular issue. For all of the items checked “No” without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar projects, and/or standard reference material available within the Planning Department, such as the Department’s *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	_____	<u> X </u>	<u> X </u>
(b) Have any substantial impact upon the existing character of the vicinity?	_____ To be determined _____		

The project site is located within the North Potrero subarea of the Central Waterfront Plan area. The zoning is M-2 (Heavy Industrial) and the site is located in a 50-X Height and Bulk District (50-foot height limit; no bulk limits). The 4.03-acre project site is currently a fenced lot which, except for pre-existing building pads, is undeveloped. The former industrial buildings on the site were removed in 1996. The site includes, and is bisected by a currently unused City street right-of-way.

The project site is located in the southeastern portion of San Francisco, on the northern edge of the Potrero Hill residential neighborhood. The site is situated immediately to the west of Interstate 280 (I-280) and the new UCSF Mission Bay campus, where five, two-to-six story research buildings and two parking structures have recently been constructed. The site is two blocks to the north of Potrero Hill’s residential neighborhood, a few blocks to the south and east of the interior design neighborhood known as Showplace Square, and one block north of Jackson Playground (located at 17th and Arkansas Streets). The Caltrain tracks run along the opposite (east) side of 7th Street across from the site, connecting to the Caltrain depot about seven blocks to the north of the site. Third Street, the location of a Muni lighttrail line now under construction and to be operational in 2005, is located nearly one-half mile to the east of the site.

Land uses in the project vicinity are varied, and include light industry, medium industry, research, warehouses, storage, wholesale establishments, office space, surface parking, live/work, and residential. A two-story food equipment supplies warehouse and distribution facility is situated immediately north of the site across Hubbell Street, alongside an electrical supplies distributor, office space, a parking yard owned by SBC, and retail uses, including a deli. Parking lots, industrial uses, and two recent multi-family live/work buildings (the 12-unit 49 Missouri Street and the 20-unit 999 16th Street) lie to the south, across 16th Street from the site.

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, or if they have a substantial impact on the existing character of the vicinity. The project would not disrupt or divide the neighborhood since it would be built on a site formerly developed upon and residential, office, and retail uses are already in the vicinity. The one-half-block-long Daggett Street right-of-way that would be incorporated into the project site is currently closed to public access and formerly served as a loading area and truck parking lot for Glidden Paints.

The proposed residential project, up to five stories tall and with approximately 450 units and ground-floor retail space, would change the site land use from vacant formerly industrial lands to primarily residential uses with parking and retail. The project would extend Potrero Hill residential and mixed-use land uses into this industrial area. It would be part of an ongoing transformation of this area from industrial to residential/mixed use. As mentioned above, the Planning Department is currently working on a proposal for rezoning the Eastern Neighborhoods, including development of a community plan for the Showplace Square/Potrero Hill subarea in which the project site is located. The EIR will evaluate the proposed project's compliance with existing zoning controls and the proposed Showplace Square/Potrero Hill community plan.

Due to the project's size, and location in an area that is predominantly industrial in nature, it could represent a substantial change in land uses in the area. As will be discussed in greater detail in the Population section of the EIR, the proposed project would increase the density of population, which would be a particularly noticeable change due to the fact that the parcel on which it is proposed is presently vacant and because, while the proposed site is adjacent to the predominantly residential Potrero Hill neighborhood to its immediate south, it is technically part of a very sparsely populated census tract which extends north though primarily industrial land uses and includes SBC Park.

More notably, the proposed project would accelerate the evolution of the neighborhood's character in terms of urban form. The area at present is primarily industrial and also includes smaller-scale residential structures and low-density workplaces. The site is approximately two blocks north of where the dominant land use shifts to residential, mostly in the form of houses and low- to medium-density apartment buildings. Realization of the proposed development would shift the neighborhood further towards becoming decidedly denser with regard to residential uses in a section with relatively few residential units presently. With the additional housing would potentially come the subsequent services that typically support such density. When viewed within the context of the now-vacant site's immediate vicinity, made up of mixed but predominantly non-residential uses, this shift would potentially be substantial and could contribute to potentially significant cumulative land use changes.

This evolution of land uses, however, is anticipated, as there are considerable uncertainties about the specifics of the proposed rezoning and other future changes in the vicinity of the project site. The Eastern Neighborhoods Rezoning Project, which currently describes the preferred zoning for this area as being mixed use housing/commercial, may eventually identify the preferred zoning to be mixed use housing/PDR⁶. Either designation would acknowledge future residential development in the area, responding at least in part to the stated neighborhood desire for additional high-density, affordable housing in Potrero Hill and

⁶ Sandra Soto-Grondona, Planner, phone conversation with EDAW, Inc., May 20, 2004.

Showplace Square. Consequently, as new uses in the area transfer to more residential and commercial or PDR, future residents on the project site could potentially be exposed to noise and odors generated by industrial and distribution uses. Additionally, the amount of vehicles on the project site, during and especially after construction, would increase. These are conflicts that can result from a neighborhood making the transition from one predominant use (industrial and distribution) to another (mixed-use residential).

In summary, the proposed project would represent a large development of a new use at this site and, because the site is currently vacant and undeveloped, it could result in significant adverse land use impacts. In addition, it could contribute to potentially significant cumulative land use changes in the area associated with increasing residential uses of the area under development as part of the City's Eastern Neighborhoods rezoning efforts. The EIR will discuss and determine the potential likelihood of significant site-specific and cumulative effects of the conversion of industrial land uses to residential and mixed uses.

2)	<u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	Discussed
(a)	Have a substantial, demonstrable negative aesthetic effect?	<u>To be determined</u>		
(b)	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u>To be determined</u>		
(c)	Generate obtrusive light or glare substantially impacting other properties?	<u> </u>	<u> X </u>	<u> X </u>

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of any proposed project. The existing visual characteristics in the vicinity of the project site are varied, reflecting changing development patterns, land uses, and architectural styles. The proposed project would construct three residential buildings, up to five stories tall, with some retail use, parking, and landscaped areas on an approximately four-acre vacant parcel. The proposed project would introduce a new type and scale of development to the industrial area directly surrounding the site. While multi-residential developments are not new to the Potrero Hill area, there are few housing developments equal in height and mass and residential density to the proposed project. To a greater extent, residential developments of this scale are virtually non-existent in the present industrial areas. Further, the project site would be visible from many of the private residences on the northern slope of Potrero Hill. Many of these residents would potentially be able to see part or all of the proposed housing units, parking structure, mixed-use operations, and landscaped plaza and open space where there now exists a vacant lot. The aesthetic effects of the project and the potential for the project to affect scenic public and private views or vistas will be discussed further in the EIR.

The proposed project would increase the amount of light emitted from the site, but would not substantially increase ambient light levels in the project area. Further, light and glare produced from the proposed project would be typical of large residential structures nearby, and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties, and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. There would be no significant impact due to the generation of obtrusive light or glare and, as such, light and glare will not be analyzed in the EIR.

The EIR will discuss the project’s design, appearance, possible effects on views, and its relationship to the appearance of surrounding development.

3) <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Induce substantial growth or concentration of population?	<u>X</u>	_____	<u>X</u>
(b) Displace a large number of people (involving either housing or employment)?	_____	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_____	<u>X</u>	<u>X</u>

The project site is vacant and therefore the proposed project would not result in the displacement of jobs or housing. According to the project sponsor, the proposed project would support a total of about five full-time employee positions, which would provide janitorial, maintenance, and building management services. In addition, the project’s approximately 10,000 g.s.f. of neighborhood-serving retail space would generate approximately 31 employees⁷ The project’s provision of approximately 450 housing units would far exceed the housing demand generated by the project.

San Francisco consistently ranks as one of the most expensive housing markets in the United States and is the central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available for residential development is limited, and because land and development costs are high.

During the 1990-2000 period, the number of new housing units completed annually citywide ranged from a low of about 350 units (1993) to a high of about 2,100 units (1990). The citywide annual average over that 11-year period was about 1,130 units.⁸ In March 2001, the Association of Bay Area Governments (ABAG) projected regional housing needs in its Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional need of the City for 2006 is 20,370 dwelling units, or a yearly average of 2,546 net new units. The approximately 450 units proposed in the project would help to satisfy this need.⁹

As stated above, there is substantial demand for new residential units in San Francisco. Based on household density factor of about 1.35 persons per dwelling unit,¹⁰ the proposed development is estimated to accommodate approximately 608 people. Currently there are no residential units on the site; some new

⁷ Retail employment density estimated at 350 sq. ft. per employee, based on the San Francisco Planning Department transportation analysis guidelines.
⁸ City and County of San Francisco Planning Department, *Draft Housing Element of the General Plan*, February 2003, p. 29.
⁹ *Ibid*, page 1.
¹⁰ City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent Environmental Impact Report*, Planning Department File No, 96.771 E, Volume IV, Appendices, Table C.6,p. C.4 certified September 17, 1998.

residential units, indicative of the transition in the immediate area from industrial to residential uses, have been built in the project vicinity, including the 12-unit building at 49 Missouri Street and the 20-unit development at 999 16th Street.

The project site is located at the southern edge of Census Tract 607, a geographically large tract that comprises primarily industrial uses. Census Tract 607 is bordered by the San Francisco Bay to the east. Its southern border runs along 16th Street east of I-280 and 17th Street west of I-280. The western border runs north along Kansas Street from 17th Street until it intersects with Townsend Street, where the border then runs roughly northwest until it intersects with the SBC Park area and connects with its eastern, bayside border. According to the 2000 Census, there are 676 residents in 243 households in this census tract. The population of this census tract is expected to increase substantially as the Mission Bay North and Mission Bay South Redevelopment Project areas are built out with a projected maximum of 6,000 multi-family residential units over the next several years.¹¹

On the southern side of 17th Street, one block from the project site, is Census Tract 227.02, a much smaller, more densely populated tract extending up Potrero Hill that comprises 24 square blocks and, according to the 2000 Census, contains 1,805 people and 952 households. The live/work buildings at 49 Missouri Street and 999 16th Street are located in that tract. Bordering Tract 227.02 to the west and Tract 607 to the south is Tract 227.01, which contains 2,751 people and 1,499 households. Bordering Tract 227.02 to the east and Tract 607 to the south, one block from the project site, is Tract 226, which contains 846 people and 456 households.

The proposed project would nearly double the number of residents and triple the number of households in the census tract within which it is located (as of the year 2000). Relative to the adjacent, more representative Tracts 227.01 and 227.02, the project would represent an increase of 22% and 34% in residents and 30% and 47% in households for the two tracts, respectively.

Although the project would contribute substantially to the number of residents and households relative to the tract in which the site is located as well as individual adjacent tracts, the project is proposed for a site that was previously developed and is located across the street from two existing live/work buildings, is two blocks from an established residential neighborhood, and is in a part of the city that is increasingly accommodating residential uses in a dense urban environment. Still, issues relating to project-specific and cumulative growth in the Potrero Hill area, specifically potential growth inducement effects of the proposed project, could be significant. Population will therefore be analyzed in the EIR.

¹¹ San Francisco Redevelopment Agency, *Mission Bay Webpage*, http://www.sfgov.org/site/sfra_page.asp?id=5597, viewed October 25, 2004.

4) <u>Transportation / Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	_____	<u>To be determined</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_____	_____	<u>To be determined</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_____	_____	<u>To be determined</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_____	_____	<u>To be determined</u>

The project would include approximately 478 parking spaces in a 5 ½ -level parking structure to serve the project’s residents and retail patrons. The introduction of new residential and retail uses to the project site would result in the generation of new vehicle trips to the site and vicinity and would increase demands on the local transportation system. The new uses would also generate truck trips. Individual and cumulative project effects on transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts, will be analyzed in the EIR.

5) <u>Noise.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Increase substantially the ambient noise levels for adjoining areas?	_____	<u>X</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_____	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	_____	<u>X</u>	<u>X</u>

Existing Ambient Noise Levels

Ambient noise levels in the vicinity of the project site are dominated by vehicular traffic, including trucks, cars, MUNI buses, and emergency vehicles. At the project site, the major noise sources are traffic on I-280, which is elevated approximately 45 feet above ground level at the project site and with which the upper floors of the project’s northeastern and eastern buildings would be more or less level, and trains on the Caltrain tracks (76 passbys each weekday), both located across 7th Street to the east of the site. New multi-family live/work units are located directly across 16th Street from the project site at 49 Missouri Street and 999 16th Street, and residents of the project and other proposed projects would be subjected to ambient noise. There are no neighborhood hospitals, although San Francisco General Hospital is located approximately 1.3 miles from the site. Live Oak School, a 225-student private elementary school, is located 2.5 blocks (approximately .3 miles) away, at 1555 Mariposa Street. However, most nearby land uses are commercial or industrial, and are not particularly noise sensitive.

Noise sources are street traffic and roadway traffic on Interstate 280, which is elevated above the site, as well as the Caltrain tracks, which pass within approximately 150 feet of the site at grade. Noise on the site was

measured by Charles M. Salter Associates, Inc., in October 2003, and described in a letter report dated October 29, 2003.¹² According to the Salter Associates report, at 12 feet above ground level, noise levels ranged from 71 to 76 decibels (dB) DNL.¹³ At this elevation, the site is partially shielded from noise from the elevated freeway; existing noise levels at the elevations equivalent to the upper floors (above 45 feet) of the proposed buildings range from 73 to 78 dB DNL, representing a closer line of sight to the freeway level of traffic.

The City's Noise Element has a "satisfactory" goal for residential outdoor-use spaces of DNL 60 dB or less. The proposed courtyard, park, and plaza areas would all meet this goal with the exception of the area closest to the opening in the building mass along 7th Street. At this location, the DNL would be between 65 dB and 70 dB. The sponsor recognizes the "satisfactory" goal for residential outdoor-use spaces and will seek to address the exceedence of the goal through architectural means.

The site is also exposed to railroad noise emanating from adjacent railroad tracks that generates noticeable "single-event" noise. Average noise level descriptors such as DNL average these single events over a 24-hour period. As a result, maximum single-event noise levels (noted as L_{max}) can be much higher than the average noise levels. Noise measurements indicated that Caltrain passbys generated an L_{max} of 75 dB due to the rail cars, 80 dB due to the engine, and 90 to 95 dB due to whistle blasts near the at-grade crossing with 16th Street.

Effects On Ambient Noise Levels

Construction Noise

Construction activities associated with the project, including excavation, pile driving, foundation construction, wood or metal framing, and finishing, would temporarily increase noise in the site vicinity. During the approximately 24-month construction period, approximately two months would be devoted to excavation and grading, three months would be devoted to foundation construction, nine months would be devoted to base building erection and exterior finishing, and an additional ten months would be devoted exclusively to interior finishing. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers.

The noisiest construction period would be during pile driving, which would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. In general, pile driving noise could be about 90 decibels (dBA)¹⁴ during impact at about 100 feet from the site. Pile driving would be expected to last about twelve weeks. Noise levels at receptors near the project site would depend on their distance from the source and on the presence or absence of noise barriers. The noise of the pile driver would be most noticeable directly adjacent to the construction site. Throughout the construction period there

¹² Charles M. Salter Associates, Inc., letter to Dan Deibel, Urban Housing Group, October 29, 2003. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

¹³ Day-Night Average Sound Level (DNL) – A descriptor established by the US Environmental Protection Agency to describe the average day-night noise level with a penalty applied to noise occurring during the nighttime hours (10 pm – 7 am) to account for the increased sensitivity of people during sleeping hours. The noise measurement data are presented in terms of DNL because both the California Code of Regulations and the San Francisco Noise Ordinance use this descriptor.

¹⁴ Decibels (dB) are logarithmic units used to express sound pressure levels. The sound pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold, according to the 1998 Caltrans Technical Noise Supplement. dBA refers to decibels on the A-weighted scale, a specific frequency-dependent rating scale devised to relate noise to human sensitivity.

would be truck traffic to and from the site, hauling away excavated materials and delivering building materials. It is anticipated that construction hours would be normal working hours during the weekdays, with possible limited activities on nights or weekends.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Compliance with the Noise Ordinance is required by law and would reduce this impact to a less-than-significant level.

Construction of other nearby development, such as buildings at the UCSF Mission Bay campus on the east side of I-280, to the extent that these would coincide with construction of the proposed project, would temporarily increase the overall noise levels in the immediate vicinity of construction activities, as the noise intensity would be greater with a larger number of noise sources.¹⁵ Or, if construction were sequential, construction noise impacts could extend over a longer time period. However, noise from overlapping construction or construction in sequence would remain temporary and intermittent over about 14 months of the construction period. During interior finishing, noise impacts to the ambient environment would be less.

At times during construction, noise levels would disturb surrounding building occupants and could interfere with indoor and outdoor activities. Noise impacts would be temporary and intermittent in nature and limited to the period of construction. Further, project construction would comply with the San Francisco Noise Ordinance. Based on the above, both project-specific and cumulative construction noise would not be significant and this topic requires no further analysis in the EIR.

Project-Related Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels¹⁶. Preliminary information from the Transportation Study in progress indicates that traffic volumes would not be expected to double as a result of the project. Therefore, substantial increases in traffic noise levels would not be anticipated in the project site as a result of the project, particularly given the adjacent I-280 freeway. Traffic noise impacts would not be significant and this topic will not be analyzed in the EIR.

¹⁵ When noise sources from more than one source are combined, the resulting noise levels (in dBA) add logarithmically, not arithmetically. Two equal noise levels combined will result in a 3 dBA (barely perceptible) increase. When two noise sources are 10 dBA or more apart, the lower value does not noticeably contribute to the total noise level. Source: EDAW, Inc.

¹⁶ Traffic doubling causes a 3 dB increase. Outside of a carefully controlled laboratory, a 3 dB change is considered a just-noticeable difference. A change of at least 5 dB is required before any noticeable change in community response would be expected. This information came from Eric Broadhurst, a P.E. with Charles M. Salter Associates, Inc., in an email correspondence with EDAW, Inc on May 17, 2004.

Building Equipment Noise

The project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations, which would not be significant. Therefore, building equipment noise will not be analyzed in the EIR.

Interior Noise Levels

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24 requires that residential structures (other than detached single-family dwellings) 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. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor use.

To ensure that occupants of the proposed residential units would not be adversely affected by proximity to traffic noise, noise insulation measures would be included as part of the design for the project, as required by Title 24. This would ensure that project residents would not be significantly affected by ambient exterior noise levels, with windows closed. (Interior noise levels would be higher with windows open, depending on fluctuating ambient noise.) According to the Salter Associates report, in order to meet the Title 24 requirements, it would be necessary for the exterior facade of some of the units to be sound-rated. For the units along 7th Street, the building shell would need to achieve a minimum Sound Transmission Class (STC)¹⁷ rating of 43 to 48. Assuming a typical room size (10 feet by 12 feet) and the facade consisting of approximately 40 percent windows, the windows would need to achieve an STC rating of 40 to 43 on the lower floors and 42 to 46 on the upper floors. In addition, the interior gypsum board of the exterior wall would need to be installed on resilient channels. At the rear of the site, along Hubbell Street, the facade STC rating would need to be between 38 and 43. The windows would need to achieve STC ratings of 35 to 39 at the lower floors and 38 to 43 on the upper floors. The addition of resilient channels would lower the high end of the STC rating range to 40.

Occupants of the proposed residential units, particularly those fronting 7th Street, also would be subject to noticeable single-event railroad noise, namely noise from rail cars, the engine and at-grade whistle blasts. Achieving an L_{max} of 45 dB is not mandated by Title 24, provided such unique noise events do not cause the DNL to exceed 45 dBA. Thus, provided interior noise levels achieve a DNL of 45 dBA, single-event noise is not considered to cause a significant impact. However, indoor L_{max} criteria of 50 dB in bedrooms and 55 dB in other rooms are sometimes used as guidelines for acceptable levels of interior noise due to single events. In addition to meeting Title 24 DNL requirements of 45 dBA, the sponsor is considering implementing additional acoustical improvements to achieve the above L_{max} criteria to reduce the likelihood of speech interference and sleep disturbance due to single-event railroad noise. These improvements, which would affect exterior wall construction and use of windows that would achieve higher STC ratings, are described in

¹⁷ A single-figure rating standardized by ASTM and used to rate the sound insulation properties of building partitions. Increasing STC ratings correspond to improved noise isolation.

Recommended Improvement Measure 1 (p. 40). Because single-event railroad noise is not addressed by Title 24 requirements, the affected units could be very noisy whenever these events occur, unless the recommended improvement measure was implemented.

The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet Title 24 standards regarding sound transmission. No building permit would be issued by DBI unless the project design is found to conform to these standards. If determined necessary by DBI to assure that the design would meet the interior noise level goal, a detailed acoustical analysis of the exterior wall architecture/structure could be required.

With incorporation of noise insulation and compliance with Title 24, the existing noise environment would not be significant and would not substantially affect occupant use of project interior spaces. Therefore, noise effects on the proposed project will not be analyzed in the EIR.

Groundborne Vibration

While no groundborne vibration standards apply for this project, the Federal Transportation Authority (FTA) has published guidelines for assessing the impacts of vibration on residential projects. The FTA says that for infrequent train activity (fewer than 70 events per day), the vibration velocity level should not exceed 80 dB; for frequent events (more than 70 events per day), the criterion is 72 dB. With 76 daily passbys, the Caltrain activity near the project site qualifies as a frequent event. At the proposed building setback along Seventh Street, Salter Associates measured vibration velocity levels of 46 to 52 dB from Caltrain activity. These levels are well below the FTA threshold of 72 dB for frequent events and, therefore, would not create a significant vibration impact. Therefore, groundborne vibration effects will not be analyzed in the EIR.

6) <u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u> X </u>	<u> X </u>
(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u> X </u>	<u> X </u>
(c) Permeate its vicinity with objectionable odors?	_____	<u> X </u>	<u> X </u>
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_____	<u> X </u>	<u> X </u>

Air quality impacts from a project, such as the proposed residential development, result from project remediation, construction and operation. Construction emissions, primarily criteria air pollutants emitted by construction vehicles and dust, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the life of the project.

Construction Emissions

Grading, excavation, and other ground-disturbing construction activities would temporarily affect local air quality, causing a temporary increase in dust from wind blowing over exposed earth. It is possible that soil would be excavated for foundation construction and site remediation, which would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect air quality for about four months. Construction activities would not involve burning of any materials and would not create objectionable odors.

Dustfall can be expected at times on surfaces within 200 to 800 feet of the project site during construction. In winds exceeding 12 miles per hour, localized effects, including human discomfort, might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. About one-third of the dust generated by construction activities consists of smaller size particulate matter in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM₁₀), although those particles are generally inert. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases immediately downwind of the site, as well as sensitive electronics or communications equipment.

Consistent with Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented such as those listed in Mitigation Measure 1 (p. 39), which would require all debris to be covered and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Implementation of Mitigation Measure 1 would therefore reduce potential construction air quality impacts to a less-than-significant level and construction emissions will not be analyzed in the EIR. However, issues associated with site contamination and remediation, including any potentially significant impacts of the remediation on air quality (including dust disturbance involving contaminated soil and issues associated with volatile organic compounds and their potential effects on indoor air quality), will be addressed in the EIR as part of the discussion of Hazards.

Operational Emissions

Project operation would affect local air quality by increasing the number of vehicles on nearby roadways and at the project site, and by introducing stationary emissions sources at the project site. Transportation vehicles would be the primary source of project-related emissions. The operation of a project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality standard violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies significance criteria as follows:¹⁸ (1) if project impacts cause operation-related emissions equal to or exceeding an established threshold of 80 pounds/day of reactive organic gases (ROG, also known as reactive hydrocarbons), nitrogen oxides (NO_x, including NO₂) (ozone precursors), or PM₁₀, or cause carbon monoxide (CO) concentrations to exceed the State ambient air quality standards of more than 550 pounds/day of emissions; and (2) the project's

¹⁸ BAAQMD CEQA Guidelines, December 1999.

contribution to cumulative regional air quality impacts would be significant if the project's operational emissions exceed these standards.

Project-related traffic would create or add to areas with high concentrations of CO around stagnation points and at major intersections and heavily traveled and congested highways. The BAAQMD has identified three threshold standards for CO, any one of which requires estimation of local CO concentrations:¹⁹

- Project-related CO emissions would exceed 550 pounds/day;
- Project-generated traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E, or F, or would cause LOS to decline to D, E, or F; or
- Project-generated traffic would increase traffic volumes on nearby roadways by ten percent or more.

As shown in Table 1, below, project emissions were calculated to be about 337 pounds/day²⁰ of CO from project-generated vehicles, and would not exceed the BAAQMD criterion of 550 pounds/day. Traffic projections from the preliminary transportation analysis underway would, however, increase traffic volumes by at least ten percent and occur at intersections operating at LOS D or worse.²¹ Therefore, since at least one of the BAAQMD criteria for modeling was met, the CO concentrations at five qualifying intersections were estimated using a BAAQMD computer modeling methodology.

**TABLE 1
ESTIMATED PROJECT OPERATION VEHICULAR EMISSIONS**

	ROG	NO _x	CO	PM ₁₀
Area Sources (lbs/day)	22.3	3.5	2.7	0.0
Mobile Sources (lbs/day)	30.9	43.7	334.0	24.8
Total Project Emissions (lbs/day)	53.2	47.2	336.7	24.8
BAAQMD Thresholds of Significance (lbs/day)	80	80	550	80
Does the project exceed thresholds?	No	No	No	No

Source: URBEMIS 2002, p.7.4.2, EDAW, 2004

CO concentrations are localized and strongly dependent on local traffic volumes and operating conditions. Table 2 shows predicted 1-hour and 8-hour averaged CO concentrations during afternoon peak hours (as defined in the traffic study) at the study intersections that meet the BAAQMD criteria for modeling. The data are for worst-case intersections, at the edge of the curb immediately adjacent to traffic. Concentrations at other locations further from the roadway would be less than those shown in Table 2. For the study intersections, the estimated CO concentrations with project-generated traffic would be below the applicable State/federal standards (20 parts per million [ppm] for the 1-hour standard and 9 ppm for the 8-hour

¹⁹ *Ibid.*

²⁰ A computer program, the URBEMIS-&G, developed by the California Air Resources Board, was applied to project daily trip generation under winter conditions (the time of maximum CO concentrations) to estimate total project-related CO emissions.

²¹ Wilbur Smith Associates, *Daggett Court Transportation Study*, [This report is presently underway. When completed, it will be on file with the Planning Department, 1660 Mission Street, San Francisco, and available for public review by appointment as part of the project file.

standard) and therefore would be a less-than-significant impact. Under cumulative conditions, concentrations in 2025 would remain relatively stable (increasing by no more than 0.4 ppm and even decreasing at some intersections) and would fall well below the 1-hour and 8-hour standards. Local mobile source CO concentrations attributed to the proposed project would result in a less-than-significant impact.

The proposed parking structure would be another area of increased CO due to slow vehicle travel, vehicle idling and potential for air stagnation. The density of emissions would be far below that occurring at street intersections near the project site. The San Francisco Building Code sets requirements to ensure adequate ventilation and to avoid accumulation of pollutants and explosive gasoline vapors. These requirements would ensure that public exposure to garage exhausts would not represent a significant impact.

**TABLE 2
CO CONCENTRATIONS (1-HOUR AND 8-HOUR STANDARDS)**

Intersection	Existing	Existing Plus Project	2025 Cumulative
	PM	PM	PM
1-Hour CO Concentrations (Standard = 20 ppm)			
7 th and Hubbell	5.9	6.0	5.9
16 th and De Haro	5.9	6.0	6.0
Mariposa and Mississippi	6.0	6.0	6.4
Mariposa and Pennsylvania	6.1	6.1	5.8
Mariposa and I-280 On-Ramp	6.2	6.2	6.0
8-Hour Concentrations (Standard = 9.0 ppm)			
7 th and Hubbell	2.9	2.9	2.9
16 th and De Haro	2.9	2.9	3.0
Mariposa and Mississippi	2.9	2.9	3.1
Mariposa and Pennsylvania	3.0	3.0	2.9
Mariposa and I-280 On-Ramp	3.0	3.0	3.0

Source, EDAW, Inc., 2004

Odors

The proposed project would be a residential and retail development with parking and would not be the type of use that would permeate the vicinity with objectionable odors. The project would not generate any objectionable odors, and therefore there would be no significant impact caused by odors. The EIR will not discuss this issue.

Shadow

The proposed project would result in three, up to 65-foot-tall buildings being constructed on a vacant site. This would increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet in height unless the Planning Commission finds the impact to be insignificant.

As determined by a shadow fan analysis conducted by the Planning Department,²² this proposed project meets the requirements of the Planning Code, as it would not add new shadow to any park under Recreation and Park Department jurisdiction. The closest public open space to the project site is the Jackson Playground, located one block to the south of the site. Because of the Jackson Playground's distance from and southerly location relative to the project site, the playground would not be impacted by shadow from the proposed project. The nearest quasi-public space to the project site is the entrance to the California College of Arts facility, located 1 ½ blocks to the northwest of the site. The shadow fan analysis determined that on winter mornings, when shadows are longest, potential shadow from the highest potential height of the proposed project (65 feet) would reach just across Irwin Street to the northwest, affecting only the block adjacent to the project site.²³ Because the quasi-public space is located at the midpoint of the block beyond the block adjacent to the project site, it would not be impacted by shadow from the proposed project. The project would not cause any significant effects related to shadow, and this topic will not be analyzed in the EIR.

Wind

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. To provide a comfortable wind environment for San Franciscans, the City established specific comfort criteria for evaluation of proposed buildings. Based on consideration of exposure, massing and orientation of the proposed building, the project does not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the site.²⁴ Therefore, this topic will not be analyzed in the EIR.

²² Mat Snyder, San Francisco Planning Department, written correspondence with Dan Deibel, Urban Housing Group, October 18, 2004. The shadow fan is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment in Project File No. 2003.0527K.

²³ Mat Snyder, San Francisco Planning Department, phone conversation with EDAW, October 25, 2004.

²⁴ Donald Ballanti, *Wind Impact Evaluation for the Proposed Daggett Triangle Residential Development Project, San Francisco*, June 1, 2004. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	<u>X</u>
(b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	<u>X</u>
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

The proposed project would incrementally increase demand for, and use of, public services and utilities on the site as well as increase water consumption. However, neither demand for public services nor water consumption would exceed amounts expected and already provided for in the project area, and there would therefore not be any measurable impact on public services or utilities.

Solid Waste

San Francisco’s solid waste is disposed of at the Altamont Landfill in Alameda County. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco’s solid waste well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the landfill, and no associated significant impacts would occur; therefore, the EIR will not discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco’s combined sewer system, which handles both sewage and stormwater runoff. No major new sewer construction would be needed to serve the project. An existing storm drain in Daggett Street would be relocated upon construction of the project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.²⁵ Removal of existing concrete pads, along with proposed landscaping would reduce the amount of impervious surface, lessening storm water runoff. The project would have little effect on the total wastewater volume discharged through the combined sewer system. The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in a significant impact. The EIR will not evaluate demands on wastewater treatment facilities.

Public Services

Police and Fire Protection

The vacant project site currently requires minimal police and fire protection services. The proposed project would increase the need for these services. The nearest police station to the project site is Southern Station located at the Hall of Justice at 850 Bryant Street (approximately one and one-half miles away). The site is

²⁵ City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

served, however, by the Bayview Station, located at 201 Williams Avenue, 3.5 miles from the project site. Although the project would increase the number of police calls received from an area with an already understaffed station, in light of the existing demand for police services in the Potrero Hill area, the increase in demand would not be substantial enough to require any new or additional infrastructure.²⁶

The nearest fire station, Engine 29, is located at 299 Vermont Street, approximately one-half mile from the project site. Although the project would increase the number of fire calls received from the area, in light of the existing demand for fire services in the Potrero Hill area, the increase in demand would not be substantial enough to require new or additional infrastructure.²⁷ Because the increase in demand would not require the expansion of existing or construction of new police or fire prevention facilities, the project would not be considered to result in an associated significant impact. For these reasons, the EIR will not discuss police or fire protection services.

Schools and Recreational Facilities

The nearest public elementary school is the Bessie Carmichael Elementary School at 55 Sherman Street, the nearest private elementary/middle school is the Live Oak School at 1555 Mariposa Street, the nearest middle school is the Potrero Hill Middle School at 655 De Haro Street, and the closest high school is Mission High School at 3750 18th Street. Due at least in part to declining school enrollments in the San Francisco Unified School District (SFUSD) and the obligation on the part of the developer of the nearby UCSF Mission Bay development to provide a new school, the existing and anticipated schools would be able to accommodate any new students generated by the project.²⁸ The proposed buildings would contain a fitness center and possibly an outdoor pool, as well as some publicly accessible open space and thus would not substantially increase demand at recreational facilities in the area. The project population would not have an associated significant demand for schools and recreational facilities, and this topic will not be discussed in the EIR.

Power and Communication Facilities

The proposed project building would require typical utility connections and could tap into existing power and communication grids. Any relocation of these utilities would be completed without interruption of service to adjacent properties.

The proposed project would increase demand for and use of public energy services, but not in excess of amounts expected and provided for this area. In recent years, San Francisco consumers have experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and other parts of California. These facilities could

²⁶ Lieutenant Albert Pardini, Commanding Officer of Planning Division, San Francisco Police Department, phone conversation with EDAW, Inc., March 10, 2004.

²⁷ Gary Massetani, Deputy Chief of Administration, San Francisco Fire Department, phone conversation with EDAW, Inc., March 15, 2004

²⁸ Philip M. Smith, San Francisco Unified School District Director of Real Estate and Auxiliary Services, phone conversation with EDAW, Inc., May 17, 2004.

supply additional energy to the power supply “grid” within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2007; therefore, additional generating facilities may have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental impact. The EIR will not discuss this issue.

Water Supply Facilities

The proposed project would generate an estimated demand for about 54,700 gallons of water per day.²⁹ No consumption of water is currently occurring on the site. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would incorporate water conserving measures such as low flow toilets and shower heads, as required by the California State Building Code section 402.0(c). The projected water consumption for the proposed project is included in the San Francisco Public Utilities Commission’s *Urban Water Management Plan 2000*, and an adequate water supply would be available for the project.³⁰ Therefore, water demand effects would not be significant, and this topic will not be analyzed in the EIR.

8) <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u> X </u>	<u> X </u>
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u> X </u>	<u> X </u>
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u> X </u>	<u> X </u>

The project site is in a densely developed urbanized area, and is almost entirely covered by impervious surfaces. No trees and minimal ruderal vegetation exist on the site. The project would not affect any threatened, rare, or endangered plant life or habitat. The project would not interfere with any resident or migratory species. The project would not result in any significant effects related to biological resources and this topic will not be analyzed in the EIR.

²⁹ This calculation assumes 115 gallons/day per household x 450 households (51,750 gallons/day) consistent with the San Francisco Public Utility Commission’s (SFPUC) Year 2000 Urban Water Management Plan, 95 gallons/day/1000 sq. ft. of retail and 2,000 gallons/day for landscaping irrigation (per Mission Bay Water Demand Calculations, 2000).

³⁰ The SFPUC’s UWMP update 2000 is based on ABAG Year 2000 Projections, which assumed an increase of 20,000 households in San Francisco by the year 2020. Because at this time, the amount of entitled and proposed development does not approach the level of assumed growth, an adequate water supply would be available for this project. The validity of this information was confirmed by Barry Pearl, SFPUC, in a telephone conversation with EDAW, Inc., March 8, 2004, and by Scott Edmondson, San Francisco Planning Department, in a telephone conversation with EDAW, Inc, May 18, 2004.

9) <u>Geology/Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	<u>X</u>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to strong to moderate groundshaking (Modified Mercalli rating VIII) from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. The project site is in an area of liquefaction potential and within a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. The project site is not in an area subject to landslide, seiche, or tsunami runup (Maps 5, 6, and 7 in the Community Safety Element).³¹ The site is not within an Earthquake Fault Zone as defined by the Alquist Priolo Fault Zoning Act, and no known active or potentially active faults exist on the site.

The project sponsor has provided a geotechnical evaluation of the site prepared by a California-licensed geotechnical engineer, Treadwell & Rollo, Inc.³² The Treadwell & Rollo report is based on a site reconnaissance and a review of past geotechnical evaluations beneath 16th Street immediately south of the site, on 7th Street about 50 feet northeast of the site boundary, and immediately northwest of Hubbell Street, about 70 feet northwest of the site.³³ The purpose of the study was to provide a “due diligence evaluation” of geologic conditions underlying the site and provide preliminary geotechnical conclusions and recommendations evaluating the feasibility of the proposed project.

The Treadwell & Rollo report indicates that the project site is relatively level, with an elevation change of a few feet across the site. The site was originally near the margin of the shallow Mission Bay. The area was reclaimed by placing fill starting in the 1880s and extending into the early 1900s. The fill in the area varies in type, but it generally consists of granular soil with varying amounts of silt and clay and substantial amounts of wood, brick, and other debris excavated from other parts of the City. The fill was generally not compacted during placement. The site is blanketed by approximately 13 to 19 feet of fill, which is granular and varies from very loose to dense. The fill is underlain by 5 to 40 feet of soft, compressible marine clay known locally as Bay Mud. The Bay Mud contains varying amounts of shells, decayed vegetation, and other organic material. In some locations, the Bay Mud is underlain by a thin layer of loose marine silty sand. The mud is substantially thicker (21 to 40 feet thick) beneath the northern and eastern portion of the site, than beneath the southeastern two-thirds of the site (5 to 14 feet thick).

³¹ City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

³² Treadwell & Rollo, *Geotechnical Consultation for Due Diligence Evaluation, Daggett Triangle Housing Residential Development, 16th and Hubbell Streets, San Francisco, CA*. October 29, 2003. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

³³ Treadwell and Rollo conducted two borings on the southern edge of the site in 2001, one at 51.5 feet bgs at the approximate location of a proposed residential structure, and one 81.5 feet bgs, at the approximate location of the community open space at the intersection of 16th Street and 7th Street. In Seventh Street, about 50 feet northeast of the site boundary, five borings were drilled to depths of 51 and 108 feet bgs by Caltrans between 1963 and 1966. Immediately northwest of Hubbell Street, about 70 feet northwest of the site boundary, two borings were drilled to depths of 78 and 80 feet bgs by Dames & Moore in 1945.

The site is underlain by bedrock consisting of shale, sandstone, and chert with varying degrees of weathering and shearing. According to borings drilled in the 1960s by Caltrans, bedrock was encountered at depths ranging from 33 to 105 feet below ground surface (bgs). According to available published geologic information, bedrock beneath the site varies from 52 to 92 feet bgs.

In the borings described above, which were conducted by Treadwell & Rollo, Caltrans, and Dames & Moore, groundwater at the project site was measured at depths ranging from 3 to 9 feet bgs. Stabilized groundwater conditions in the past have been measured at depths ranging from 8.3 to 9.45 feet bgs, and it is estimated that groundwater depths could vary by up to 3 feet seasonally depending on the amount of recent rainfall. Accordingly, a high groundwater depth of 5 feet bgs should be assumed for planning purposes. Because of the presence of groundwater where below-grade elevator pits and other localized excavations are expected to be necessary, dewatering may be necessary to maintain stability of the bottom of the excavation during construction. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the City and County of San Francisco (CCSF) storm and sanitary sewer system. The Bureau of Environmental Regulation and Management (BERM) of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform the monitoring.

Primary consolidation of the Bay Mud layer beneath the site is essentially complete. However, ground surface settlement is still expected to occur under the existing loads due to secondary compression of the Bay Mud layer. It is estimated that settlement over the next 50 years could range from about one-quarter inch where the Bay Mud layer is 5 feet thick to about two inches where the Bay Mud layer is 40 feet thick. This settlement would occur from the load of the buildings even if no new fill is added to the site.

Soil and groundwater contamination studies have established that the site is contaminated, primarily due to the former presence of the Glidden paint facility.³⁴ At present, several remediation options have been developed, and a final plan would be approved by the San Francisco Department of Public Health and would be implemented prior to the beginning of construction. Site remediation history and present options are discussed in the Hazards section.

Previous remediation plans have recommended the excavation and replacement of approximately 3 feet of soil and the removal of the building pads. The project could also possibly include the raising of grades by up to 3.5 feet beneath the proposed residential structures and courtyard. Any placement of new fill at the site

³⁴ Golder Associates, *Preliminary Phase II Environmental Site Assessment for 1000 16th Street, San Francisco*, August, 1998. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

would begin a new cycle of settlement in the Bay Mud, with the amount and time rate of consolidation settlement dependent upon a number of factors, including: the weight of any new fill; the thickness of existing fill; the thickness of the Bay Mud deposit; the degree to which desiccation (drying) has over-consolidated the upper portion of the Bay Mud; the presence of sand layers within the Bay Mud deposit; and the presence of existing foundations or other obstructions, particularly pile foundations. Treadwell and Rollo has estimated that settlement would range from 1-3 inches (where Bay Mud thickness is approximately 5 feet) to as much as 16 inches (where Bay Mud thickness is approximately 40 feet).³⁵ Additional settlement of one to three inches also is expected to occur due to liquefaction-induced settlement and ground failure from earthquake shaking.

The project site essentially exists in a geologic transition zone; buildings approximately one block to the south rest on bedrock, while those approximately one block to the north are on top of Bay Mud as deep as 100 feet. For this reason, the Treadwell & Rollo report recommends that the proposed buildings should be supported on a deep foundation system consisting of steel H-piles on the order of 40 to 60 feet long in the southeastern portion of the site and up to 90 to 110 feet long in the northern and western portions of the site. In addition, because of the expected weak nature of the upper soils, deepening pile caps and grade beams may be necessary to supplement the lateral capacity of the foundation system. To allow for the deep foundation system, pile caps and grade beams, the existing concrete pads will be removed. The project sponsor has agreed to comply with these recommendations.

Pile driving induces ground vibration that could result in compaction and compression of artificial fill and the soft Bay Mud and settlement of the adjacent ground surfaces. In general, the settlement probably would be minor and local in effect as most of the fill and mud have already undergone a good deal of compaction and compression since being emplaced, and vibration energy dissipates rapidly in fill.

The Glidden Paint facility buildings that formerly occupied the project site were supported on pile foundations. These foundations and other former undocumented improvements at the site, including building and above-ground storage tanks that may have been supported on pile foundations, and buried slabs and other debris, would likely be encountered in many portions of the site, including throughout the fill layer. Such items could act as obstructions during driving of the piles for the proposed buildings and during excavation for utilities and other underground improvements. The Treadwell & Rollo report recommends that foundation plans for the previous site development be reviewed if available and buried obstructions present above particular depths be removed. Specifically, it recommends that existing pile foundations be removed such that the top of the piles are at least five feet below the top of new pavements or exterior slabs and at least three feet below the bottom of new utilities. Consequently, piles are not required to be demolished or removed to a depth of greater than five feet below new pile supported buildings, as very little building settlement is expected to occur. Beneath the building pads, which will be removed, the tops of existing piles only need to be demolished to a depth such that they would not interfere with the installation of the proposed improvements, which would be at a depth of 5 feet.

³⁵ Treadwell & Rollo, *Geotechnical Consultation for Due Diligence Evaluation, Daggett Triangle Housing Residential Development, 16th and Hubbell Streets, San Francisco, CA*. October 29, 2003. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

In summary, Treadwell & Rollo recommends the removal of all subsurface obstructions present at a depth of 3 feet or less, and the removal of pre-existing piles to a depth of 5 feet.³⁶ This is consistent with the original plan approved by the San Francisco Department of Public Health (SFDPH) on July 24, 2001 (see Hazards section, below), which involved the demolition and removal of all reinforced concrete surfaces remaining on the site and the excavation and stockpiling of the upper 3 feet of soil across the entire site and, if necessary, the appropriate disposal of any contaminated soil. It is possible that a revised Site Mitigation Plan, also described in the Hazards section below, would be approved by the SFDPH in the Fall of 2004 and that excavation across the entire site would not be required. Still, removal of all subsurface obstructions to a depth of 3 feet and of existing piles to a depth of 5 feet would be required per the Treadwell & Rollo report.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the Department of Building Inspection (DBI) reviews the geotechnical report and building plans for the proposed project, it would determine the necessary engineering and design features for the project to reduce the potential damage to structures from groundshaking and liquefaction. Also, DBI could require that additional site-specific soils reports be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application in its implementation of the *Building Code*. For all of the above reasons, the project would not result in a significant effect related to geology, and this topic will not be discussed in the EIR.

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u> X </u>	<u> X </u>
(b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	_____	<u> X </u>	<u> X </u>
(c) Cause substantial flooding, erosion or siltation?	_____	<u> X </u>	<u> X </u>

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater and stormwater runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge to San Francisco Bay. Treatment would be provided to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See page 27 for a discussion of sewer and wastewater treatment plant capacity. Therefore the project would not adversely affect water quality.

Groundwater Resources

Depending upon the approved Revised Remediation Plan, existing contaminated soil would be capped or removed by shallow excavations. Based on groundwater measurements made during prior investigations, groundwater occurs at a depth of as shallow as 3 feet below the surface. Groundwater sampling has also

³⁶ Andy Blaisdell, Treadwell & Rollo, phone conversation with EDAW, Inc., May 17, 2004.

indicated limited impacts to the underlying non-potable aquifer by diesel and motor oil petroleum hydrocarbons and lead. Any groundwater dewatered during construction would be subject to the requirements of the City’s Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Public Utilities Commission must be notified of projects necessitating dewatering. That office may require analysis of water samples before discharge. No use of site groundwater currently exists and none is proposed. Therefore, the project would not affect groundwater quality or quantity and groundwater will not be analyzed in the EIR. However, issues associated with site contamination and remediation, including any potentially significant impacts of the remediation on groundwater quality, will be addressed in the EIR as part of the discussion of Hazards.

Flooding, Erosion, and Siltation

The project site is almost entirely covered by impervious surfaces consisting of asphalt areas and concrete building foundation pads. The project would remove this impervious cover and replace it with three new buildings and a series of landscaped open spaces. Therefore, the project would reduce the amount of impervious surfaces on the site and it would be expected that the overall site runoff would be reduced compared with existing conditions. Site runoff would continue to drain to the City’s combined storm and sanitary sewer system and would be treated as described above. During construction, requirements to reduce erosion would be implemented pursuant to the California Building Code, Chapter 33, and the City’s NPDES Stormwater Discharge Permit. During project operation, the project would comply with all local discharge requirements.

In conclusion, the project would not result in significant adverse impacts on surface or water quality. Therefore, the EIR will not include analysis of hydrology and water quality issues.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u> X </u>	<u> X </u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u> X </u>	<u> X </u>

Energy Use

The project includes new residential uses, some retail space, and parking. Development of these uses would not result in the use of large amounts of fuel, water, or energy in the context of their use throughout the City and region. The project would meet current State and local codes regarding energy consumption, including Title 24 of the California Code of Regulations, which is enforced by DBI. For this reason, the project would not cause a wasteful use of energy, and effects related to energy consumption/natural resources would not be significant. Therefore, energy consumption requires no further analysis and will not be analyzed in the EIR.

Natural Resources Use

Other than natural gas and other fossil fuels used to generate electricity for the project, the project would not use substantial quantities of non-renewable natural resources. Therefore the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic will not be analyzed in the EIR.

12) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u>To be determined</u>		
(b) Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u> X </u>	<u> X </u>
(c) Create a potentially substantial fire hazard?	<u> </u>	<u> X </u>	<u> X </u>

Public Health Hazards and Hazardous Materials

The project site was formerly the location of a Glidden Paint factory that closed and was removed in 1996. All above-ground facilities have been demolished and removed, with only concrete pads remaining. These pads will be removed. A number of site contamination investigations of the site have been prepared. These studies indicate that soil across much of the site is contaminated by a number of organic and inorganic substances, including arsenic, lead, petroleum hydrocarbons, ethylbenzene, xylene, and other contaminants.

Based on a statistical evaluation of the distribution of contaminants, the soil contamination is related to both the former manufacturing operations and the quality of the historical fill material used to reclaim the land, with most of the hydrocarbons deeper in the soils related to offsite sources. It is thought that the majority of hydrocarbon contamination in the deeper subsurface (6-10 feet b.g.s.) is the result of offsite sources impacting the site.³⁷ (To the north across Hubbell Street is the location of a former Standard Oil Company warehouse and supply tanks terminal that was present prior to the turn-of-the-century and pipelines that run along an easement in 16th Street to Pier 64 have likely leaked in more than one location.³⁸ The San Francisco Department of Public Health (SFDPH) is aware of possible leaks in the pipelines.)³⁹ All excavated soil found to contain petroleum hydrocarbons would be disposed of appropriately and the forthcoming Data Evaluation/Risk Assessment Report, would address any issues associated with volatile organic compounds and their effects on indoor air quality.

Past remediation on the project site has included the removal of 5 underground storage tanks (USTs), which were removed from the 1300 7th Street property in October 1990 by Chemical Waste Management. The

³⁷ URS, *Focused Site Investigation and Proposed Site Mitigation Plan, Former Glidden Paint Manufacturing Facility, 1000 16th Street & 1300 7th Street, San Francisco, California*, June, 2001. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

³⁸ Ibid.

³⁹ Neil Ziemba, P.E., IRG Assumptions, LLC, phone conversation with EDAW, Inc., May 25, 2004.

tanks contained gasoline, diesel fuel or waste oil, and each was detected in surrounding soil. The results were reported to the Regional Water Quality Control Board (RWQCB) and the Department of Health Services by Glidden in 1990 and after removal, the excavations were backfilled with the excavated soil.⁴⁰

In 1996, Golder Associates, Inc., conducted a soil and groundwater investigation at the 1300 7th Street site to assess the presence of petroleum hydrocarbons in soil and groundwater associated with the 5 USTs removed from the site in 1990.⁴¹ Several borings were drilled for the collection of soil and groundwater samples. Relatively low concentrations of chemicals (i.e., diesel, gasoline, benzene and lead) were discovered and no further investigation or remediation related to the USTs was warranted.

At present, several remediation options have been developed, and a final plan would be implemented prior to the beginning of construction. The original plan, approved by the SFDPH on July 24, 2001, involved demolition and removal of all reinforced concrete surfaces remaining on the site, excavation and stockpiling of the upper three feet of soil across the entire site, analyzing stockpiled soil for waste disposal profiling purposes, transporting profiled soil to an appropriate licensed disposal facility, grading of the site and placement of a marker barrier to indicate the transition from a clean soil cap to the underlying contaminated fill material, backfilling the excavated area with clean imported fill material, and hydroseeding to create a temporary vegetative cover.

This plan has subsequently been modified to take into account the site plan. The applicant currently proposes to address contamination issues associated with development of the project by conducting a risk assessment to evaluate the risks to future residential uses of the site, developing a revised Site Mitigation Plan (SMP) reflecting the planned site development, and implementing the revised SMP prior to, or in conjunction with, initial construction activities for site development.

It is possible that, under this plan, the site could be capped, with soils contained by the foundations of new buildings, instead of off-site hauling of contaminated material. If so, the revised SMP would detail specific requirements for the site cap that are appropriate for the planned retail and residential buildings and landscaped areas, as well as take into account any additional disturbance of contaminated materials present upon the excavation and removal of existing concrete pads. The revised SMP would be submitted to the SFDPH for review and approval under the Voluntary Remedial Action Program. Whether the contaminated materials are removed or capped is dependent on the foundation designs for the project.

A Data Evaluation/Sampling and Risk Assessment Workplan was approved by SFDPH in June, 2004. Preliminary risk assessment results indicated that the potential for significant impacts with regard to volatile organic compounds and indoor air quality do exist, but that further sampling and risk assessment is required. An addendum to the Risk Assessment Workplan was submitted to SFDPH on October 14, 2004 and it is anticipated that additional air and soil samples will be taken on the site in the first week of November, 2004.

⁴⁰ URS, *Focused Site Investigation and Proposed Site Mitigation Plan Former Glidden Paint Manufacturing Facility 1000 16th Street and 1300 7th Street San Francisco, CA* June, 2001. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public review by appointment as part of the project file.

⁴¹ Golder Associates, *Report on Soil and Groundwater Investigation, Glidden Company, 300 17th Street, San Francisco.* September 9, 1996.

Upon approval of the revised SMP, which will be based on the Data Evaluation Report resulting from the Risk Assessment, remediation activities are planned to be initiated. As previously stated, issues associated with site contamination and remediation, including any impacts of the remediation on groundwater and air quality, will be addressed in the EIR.

Emergency Response Plans

Occupants of the project would contribute to congestion if an emergency evacuation involving the Potrero Hill neighborhood were required. No interference with emergency response plans or emergency evacuation plans would be expected. The project sponsor would develop an evacuation and emergency response plan for the project site in consultation with the Mayor’s Office of Emergency Services (OES) to ensure coordination between San Francisco’s emergency planning activities and the project sponsor’s plan to provide for building occupants in the event of an emergency. The project sponsor’s plan would be reviewed by OES and implemented before the Department of Public Works issued final building permits. Impacts to emergency response plans would not be significant. Therefore, this issue will not be analyzed further in the EIR.

Fire Hazards

The City and County of San Francisco ensures fire safety primarily through provisions of the Building Code and Fire Code. The final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department, as well as the Department of Building Inspection, to ensure conformance with these provisions. The project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, the permit review process would ensure that potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would not be significant. Therefore, these issues will not be analyzed in the EIR.

13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	_____	<u> X </u>	<u> X </u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_____	<u> X </u>	_____
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the Planning Code ?	_____	<u> X </u>	<u> X </u>

Archaeological Resources

The project site was originally in the mud flats of Mission Bay and was not developed until the 1880s. Based on available historical information and archaeological studies conducted for development in Mission Bay,

there is no indication that historical archaeological remains are present in the soils of the site. Past disturbance to the site resulting from construction and operation of previous buildings on the site further reduce the likelihood of such resources being present. Any prehistoric resources that may exist on the site would be very deeply buried as a result of the pressure of estuary sediments. Additionally, the site is blanketed by approximately 13 to 19 feet of fill, while the project would involve disturbance across most of the entire site to a depth of approximately no more than five feet.

However, while the likelihood is remote, it cannot be concluded with absolute certainty that archaeological resources are not present on the site or that project construction would not have the potential to uncover or disturb such cultural resources. Excavation to a depth of 5 feet would only be necessary for the cutting and removal of pre-existing pile foundations, but the removal of these foundations could reveal the presence of cultural resources. Similarly, as previously stated, the Treadwell and Rollo report recommends that the foundation system be deep, with steel H-piles being driven to depths ranging from 40 to 110 feet, and that deepening pile caps and grade beams may be necessary to supplement the lateral capacity of the foundation system. Because these activities could also potentially uncover or disturb resources that may exist, the project includes a mitigation measure requiring that if evidence of archaeological resources of potential significance are found during ground disturbance (identified by the submission of an ALERT sheet), the project sponsor would immediately notify the Environmental Review Officer (ERO), suspend any relevant excavation, and engage a qualified archaeologist to determine the significance of the resources (see Mitigation Measure 2, p. 39). With this mitigation measure, impacts on archaeological resources would be reduced to below a significant level, and this topic will not be analyzed in the EIR.

Architectural Resources

Aside from pre-existing building pads, which are not historic, there are no structures on the project site or adjacent to the project site. As such, there is no potential for the project to have a significant effect on historic architectural resources. This issue will not be analyzed in the EIR.

C. OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	<u>X</u>	<u> </u>	<u> X</u>

The Board of Supervisors, upon the advice of the Department of Public Works and the Department of Real Estate, would need to approve the vacation of Daggett Street and the sale of the underlying land to the project sponsor. In addition, the City's Department of Public Health and the California Regional Water Quality Control Board, San Francisco Bay Region, would need to approve site remediation plans.

The project would require amendments to the General Plan Residence Element Density Plan Map and to the language of the Central Waterfront Plan-North Potrero Subarea policies. The project would require amendments to the Planning Code for the establishment of a Special Use District and height limit reclassification. Conditional Use/Planned Unit Development authorization would also be required. These

approvals, which are described in detail on p. 8. , would require approval by the Planning Commission and/or Board of Supervisors.

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	<u> </u>	<u>X</u>	<u> </u>	<u>X</u>

The following are mitigation measures related to environmental effects determined to require no analysis in the EIR. The EIR will contain a mitigation chapter listing these measures as well as other measures that may be adopted to reduce potential adverse effects of the project identified in the EIR.

Mitigation Measure 1 – Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2 – Archeological Resources (Accidental Discovery)

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)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 Major Environmental Analysis 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Recommended Improvement Measure 1 – Interior Noise Levels

Because occupants of the proposed residential units, particularly those fronting 7th Street, would be subject to noticeable single-event railroad noise, namely noise from rail cars, the engine and at-grade whistle blasts, the planning commission could require the project sponsor to implement improvements that would reduce interior noise levels potentially experienced by occupants. These improvements would include exterior walls of a double-stud construction and the windows an STC rating of 50 to 60 along 7th Street where residents of the proposed project would be closest to the train tracks. This would require two windows with an airspace on the order of six to eight inches between the panes. An alternative would be to have a corridor along 7th Street and eliminate residential windows on that facade.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that could reduce or eliminate any significant environmental effects. At a minimum, these alternatives will likely include a No Project Alternative and a Reduced Scale Alternative. The Reduced Scale Alternative would result in the construction of less residential space than the proposed project and would therefore result in a corresponding lessening of effects related to transportation and other issues. If applicable, the EIR will also describe any alternatives that have been considered by the project sponsor and rejected, along with the reasons for their rejection.

F. MANDATORY FINDINGS OF SIGNIFICANCE Yes No Discussed

1) Does the project 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 pre-history?	_____	<u> X </u>	_____
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_____	<u> X </u>	_____
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> X </u>	_____	<u> X </u>
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u> X </u>	_____

The project site is located in the Showplace Square/Potrero Hill subarea and is adjacent to Mission Bay, each of which is currently experiencing growth-related changes, as evidenced by the potential rezoning of the Eastern Neighborhoods and the development of UCSF Mission Bay. The project could contribute to cumulative impacts related to land use, population, visual quality, transportation, and hazardous materials in the Bay Area. These impacts will be analyzed in the EIR.

G. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

November 2, 2004
Date

Joan Maltzer for
PAUL E. MALTZER
Environmental Review Officer
for
DEAN MACRIS
Interim Director of Planning

B. DISTRIBUTION LIST

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Federal/State Agencies

State Office of Intergovernmental
Management
State Clearinghouse
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

City Agencies

San Francisco Planning Commission
1660 Mission Street
San Francisco, CA 94103
Attn: Linda Avery, Commission Secretary
Dwight S. Alexander – President
Christina Olague – Vice President

Sophie Maxwell
City Hall, Room #244
Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Libraries

Government Information Services
San Francisco Main Library, Civic Center
100 Larkin Street
San Francisco, CA 94102

Stanford University Libraries
Jonsson Library of Government
Documents
State & Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University Library
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law – Library
200 McAllister Street
San Francisco, CA 94102-4978

Institute of Government Studies
109 Moses Hall
University of California
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**1000 16th Street Urban Mixed-
Use Project DEIR Notice of
Availability Mailing List
Case No. 2003.0527E**

Federal/State Agencies

Northwest Information Center
Attn: Leigh Jordan, Coordinator
Sonoma State University
1303 Maurice Avenue
Rohnert Park, CA 94928

California Department of Fish and Game
Central Coast Region
Habitat Conservation
P.O. Box 47
Yountville, CA 94599

California Department of Transportation
Attn: Tim Sable, IGR CEQA Branch
Office of Transportation Planning - B
P.O. Box 23660
Oakland, CA 94623-0660

U.S. Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Regional Agencies

Association of Bay Area Governments
Attn: Suzan Ryder
P.O. Box 2050
Oakland, CA 94604-2050

Regional Water Quality Control Board
Attn: Judy Huang
San Francisco Bay Region
1515 Clay St., Suite 1400
Oakland, CA 94612

*Bay Area Air Quality Management
District
Attn: Craig Goldblatt
939 Ellis Street
San Francisco, CA 94109

Metropolitan Transportation Commission
Attn: Craig Goldblatt
101 – 8th Street
Oakland, CA 94607

Mr. Alan Zahradnik
Director of Planning and Policy Analysis
Golden Gate Bridge, Highway and
Transportation District
1011 Andersen Drive
San Rafael, CA 94901

Dennis Baker, Chief of Operations
City of Daly City
Wastewater Treatment Plant
153 Lake Merced Blvd.
Daly City, CA 94015

Bay Area Rapid Transit District (BART)
Attn: Val Menotti
300 Lakeside Dr., 16th Floor
Oakland, CA 94612

City Agencies

Mayor's Office of Community
Development
Attn: Fred Blackwell, Director
1 South Van Ness, 5th Flor
San Francisco, CA 94103

Bureau of Energy Conservation
Hetch Hetchy Water & Power
Attn: John Deakin, Director
1155 Market Street, 4th Floor
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Jesse Blout
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1 Dr. Carlton B. Goodlett Place
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Public Utilities Commission
Attn: Susan Leal, Director
1155 Market Street
San Francisco, CA 94102

Recreation & Park Department
McLaren Lodge, Golden Gate Park
Attn: Daniel LaForte
501 Stanyan St.
San Francisco, CA 94117

Police Department
Planning Division Hall of Justice
Attn: Capt. Albert Pardini
850 Bryant Street, Room 500
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Department of Building Inspection
Attn: Isam Hasenin – Director
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San Francisco Department of Public
Works
Bureau of Street Use and Mapping
Attn: Barbara Moy
875 Stevenson Street, Room 465
San Francisco, CA 94103

MTA
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San Francisco Fire Department
Attn: Barbara Schultheis, Fire Marshall
698 Second Street, Room 109
San Francisco, CA 94107-2015

Bill Mitchell, Captain
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San Francisco Bay Guardian
Attn: Gabe Roth, City Editor
135 Mississippi Street
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San Francisco Business Times
275 Battery Street, Suite 940
San Francisco, CA 94111

San Francisco Examiner
Attn: Melanie Carroll
450 Mission Street, 5th Floor
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San Francisco Chronicle
901 Mission Street
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1791 Bancroft Avenue
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Occupant
180 Hubbell St
San Francisco, CA 94107-2219

Occupant
1200 7th St
San Francisco, CA 94107-2219

Paganini Tr
190 Hubbell St
San Francisco, CA 94107-2239

Occupant
455 Irwin St #101
San Francisco, CA 94107-2245

Occupant
455 Irwin St #102
San Francisco, CA 94107-2245

Occupant
455 Irwin St #104
San Francisco, CA 94107-2245

Occupant
455 Irwin St #201
San Francisco, CA 94107-2245

Occupant
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Occupant
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Occupant
190 Hubbell St #102
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Occupant
190 Hubbell St #103
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Occupant
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Occupant
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Occupant
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Occupant
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ARCHSTONE



July 20, 2011

Hon. Christina Olague, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA. 94103

Re: **1000 16th Street (Daggett Place)**
Large Project Authorization Hearing: July 28, 2011

Dear President Olague and Commissioners:

Archstone is pleased to come before the Commission on July 28 for a Large Project Authorization for Daggett Place at 1000 16th Street. Archstone is a national apartment developer and operator, and we propose to develop and hold Daggett Place as a rental apartment community.

As you may recall, the Commission certified a Final EIR for the project in 2009 shortly after the Eastern Neighborhoods rezoning rezoned the site UMU, with a small strip along Hubbell Street zoned PDR-1-G, and provided a 68-foot height limit. We then acquired the development rights from the land owner, Cherokee Mission Bay, earlier this year. The project is wholly consistent with and implements the 2008 Showplace Square/Potrero Area Plan, which calls for development of new mixed-use neighborhood at the foot of Potrero Hill.

Project Setting and Description. The site is located on the two triangular blocks between 16th, 7th and Hubbell Streets, just west of the UCSF campus at Mission Bay, and is bisected by the 137-foot wide Daggett Street right-of-way (ROW). The site was formerly occupied by a paint factory that was demolished in 1999 and has been vacant ever since. The project would provide about 467 dwellings units (40% of which would be 2-bedroom units), about 14,300 square feet of ground-floor retail and restaurant space in three locations; and approximately 6,500 square feet of PDR/Small Enterprise Workspace (S.E.W.) space in two 6-story buildings. The project includes 306 parking spaces, over 400 bicycle parking spaces along with a bike repair station, and 4 car share spaces. Twenty percent (20%) of the units would be on-site affordable inclusionary units for lower-income households.

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We also propose to improve the Daggett Street ROW as a public park, contingent upon the future approval by the Commission of an in-kind agreement allowing some of the project's Eastern Neighborhoods Impact Fee revenue to be used for that purpose. Development of a major

open space in the Showplace Square neighborhood is a priority project of the Eastern Neighborhoods Public Benefits Fund, and the Daggett Park was one of the two highest ranked open space prospects to emerge from the 2010 Showplace Square Open Space Plan.

A Project Design Package with plans, elevations, and renderings prepared by David Baker and Partners Architects and CMG Landscape Architects is included in your Planning Department staff report. Because of the project's large size and long street frontages, the design breaks up the facades with a series of syncopated gestures, including a distinct design for each of the two blocks, a mid-block mews in the large northern block, changes in materials, setbacks, window and sunshade treatments, and vegetated walls. The final project design was developed in close coordination with Planning Department staff.

Requested Exceptions. The project meets the objectives and policies of the UMU and PDR-1-G zoning and the Showplace Square/Potrero Area Plan, but does require five minor exceptions, primarily based on the unusual triangular shape of the site and its adjacency to the I-280 freeway and Caltrain tracks. Those exceptions are for the configuration of the rear yard, for dwelling unit exposure for 7 of the 467 units; to provide 3 curbside loading space rather than 2 off-street loading spaces; for horizontal mass reduction; and for ground floor active uses along a small portion of the 7th Street frontage. The Planning Department is recommending that you grant these five minor exceptions as part of the Large Project Authorization approval.

Project Benefits. The project will provide many benefits to the City and the immediate neighborhood:

- The project provides 467 well-designed rental units to an area of the City with expanding employment opportunities, 40% of which will be two-bedroom units.
- Twenty percent of the units (93 units) will be affordable to households earning up to 55% of Area Median Income.
- By redeveloping an urban site relatively close to downtown and with easy access to local and regional transit, the project will improve the use of the property by replacing a vacant former paint factory site with a vibrant mix of urban uses, including residential, retail and restaurant, and PDR/S.E.W uses.
- The project enables the wide unused Daggett Street ROW to be improved as an almost one-acre public park. Realization of Daggett Park is contingent on the Commission approving an in-kind agreement this fall, but we ask that the motion you adopt on July 28 encourage us to pursue the in-kind option. Without an in-kind agreement, Daggett Street would remain as a wide paved street between the two blocks of our project.

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- The project's design by David Baker & Partners is consistent with the Showplace Square/Potrero Area Plan's design standards and will provide a lively and distinctive addition to the neighborhood.
- The setback of the residential units 32 feet off of Hubbell Street, consistent with the PDR-1-G zoning for that strip, avoids conflicts with the PDR uses across the street, primarily Economy Restaurant Supply.

Community Support for the Project. The project enjoys support from many neighbors and organizations. Over three years ago, the project received the endorsement of the Potrero Hill Boosters and the Dogpatch Neighborhood Association, and we have kept both associations updated with our current design. We also have received support from SPUR's Project Review Committee and the San Francisco Housing Action Coalition. Copies of association support letters are attached. In addition, many individual neighbors attended our open house this month and expressed support for us moving forward with this long-delayed development.

Conclusion. We look forward to the hearing on July 28. Please contact me or our attorney, Steve Vettel (954-4902) if you would like to meet, have any questions about the project or if we can provide you with any further information before the hearing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amir Massih', written over a horizontal line.

Amir Massih

Enclosure

cc: John Rahaim
Ben Fu
Steven Vettel

DAGGETT PLACE COMMUNITY AND PUBLIC OUTREACH

The project sponsor has done numerous presentations and community outreach over the years for local groups such as the Potrero Boosters, Dogpatch Neighborhood Association, Potrero Hills Merchants and Business Association, local colleges (CCA and the Culinary Academy), as well as regional or city-wide groups like SF HAC, SPUR, and Bay Area Council. Dates of some (but not all) of those events are listed below and on the following pages are letters of support from some of those groups.

April 2005 - Design Charette at CCA



April 2005 - Design Charette with Potrero Boosters at DBP

July 2008 - Design Charette with small group from Dogpatch Neighborhood Association and Potrero Boosters



Jan 2006 - Boosters

Summer 2008 - UCSF

Summer 2008 - Potrero Hill Merchants and Business Association

Summer 2008 - Culinary Academy

Summer 2008 - California College of the Arts

July 2008 - Boosters

July 2008 - Dogpatch Neighborhood Association

August 2008 - SPUR

September 2008 - SF HAC

December 2008 - Bay Area Council

May 2011 - Eastern Neighborhoods CAC (Daggett Parks)

May 2011- SF HAC

July 2011- Dogpatch Neighborhood Association

July 10, 2011 - On Site Community Open House



July 2011 - SPUR

July 2011 - Eastern Neighborhoods CAC (Daggett Parks)

July 2011- Neighborhood Coalition to Save Potrero Hill

POTRERO BOOSTERS
NEIGHBORHOOD ASSOCIATION
SERVING THE HILL SINCE 1926

September 16, 2008

Daniel Murphy
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Dear Dan.,

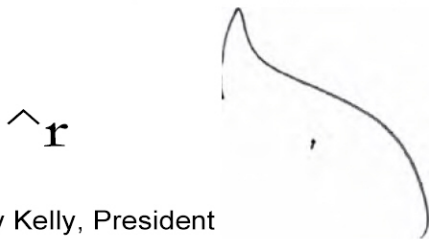
At its July general membership meeting, the Potrero Boosters Neighborhood Association voted overwhelmingly to support the Daggett Place development you and Cherokee have been working on for the past five years. We appreciate your recognition of our concerns about the specific designs of the buildings in the project, and we look forward to working with you and your team — along with Potrero Hill neighbors, institutions, and businesses — on those concerns as the final plans evolve.

We sincerely appreciate your regular updates on the project, workshops, and support of various neighborhood efforts, in particular your deep involvement in the Planning Department's Eastern Neighborhoods re-zoning program. The mutual respect between your team and our communities has been very helpful in reaching our common goal of building a new and complete neighborhood in Showplace Square. Our vision of a "University Avenue" along 16 " Street depends heavily on your success.

We have enjoyed working with you, David Baker, Steve Vettel, and Joe Boss, and your inclusion of Stanley Saitowitz in your final design is another sign of your commitment to high design standards and your understanding of our goals.

We look forward to continued work with you on the final design of the project, and supporting your efforts to obtain City approvals at the Planning Commission and the Board of Supervisors.

All best wishes, and looking forward,

A handwritten signature in black ink, appearing to read 'Tony Kelly', with a stylized flourish extending from the end.

Tony Kelly, President



September 10, 2008

Cherokee Mission Bay
C/O Dan Murphy
UrbanGreen Devco, LLC
P.O. Box 1655
Pacifica, CA 94044

Dear Dan

Seeing you at our special Dogpatch Eastern Neighborhood review session last night reminded me I had not sent you an official acknowledgement of the unanimous vote of support for your Daggett project last month. The Dogpatch Neighborhood Association fully supports the latest iteration of the project. We believe this project will serve as a model of great development in the Showplace/Potrero /Central Waterfront area. You and your group have always gone out of your way to keep us informed, attend our meetings, answer our questions and listen to our concerns.

It struck me that you were at the meeting last night, contributing your thoughts as we discussed public benefits and issues not fully resolved with the Planning Department's Eastern Neighborhood Plan. We all appreciate that you did not just take our endorsement and head for the hills.

Over the years you have always made sure we were aware of any changes with the project and have always listened to our suggestions. And even though Stanley's UCSF parking lot is not our favorite building (blame it on UCSF value engineering) we appreciated that you cared enough about your very large site to add him to your talented design team.

Count on us to support the project, even if Supervisor Maxwell has a different opinion.

Sincerely,



Susan Eslick
President
Dogpatch Neighborhood Association



September 26, 2008

Daniel Murphy
Cherokee Investments
UrbanGreen Devco, LLC
P.O. Box 1655
Pacifica, CA 94044

RE: Daggett Triangle Mixed-Use Housing Development

Dear Dan,

I wish to thank you and your project team for keeping the Potrero Hill Association of Merchants and Businesses (PHAMB) informed on the progress you are making in designing The Daggett Triangle. At our meeting in August, the Merchants showed that they are very pleased with the project and its elements. Many of our members indicated that they welcome the added commercial, retail and residential units to an area that helps define the east end of our Potrero Hill neighborhood. We do request that you keep us informed as the final finishes are developed.

We also recognize how you have worked with our organization and other Community Planning Groups in a very interactive environment. Please let me know if I can personally do anything to assist in your efforts to obtain permitting for this project.

Yours truly,

A handwritten signature in black ink, appearing to read "Keith Goldstein". The signature is written in a cursive, flowing style.

Keith Goldstein



995 Market Street
Suite 1525
San Francisco, CA 94103
415 541 9001 tel
415 431 2468 fax
info@sfhac.org
www.sfhac.org

September 25, 2008

Daniel Murphy
UrbanGreen DevCo, LLC
P.O. Box 1578
Pacifica, CA 94044

Re: Proposed Daggett Triangle Development

Dear Mr. Murphy:

The San Francisco Housing Action Coalition (SFHAC) is pleased to inform you of our enthusiastic endorsement of your proposed mixed-use project at 1000 16th Street / Daggett Triangle. Our Endorsement Committee believes the project has many merits and will make a substantial contribution to SFHAC's goals of increasing the supply of well-designed, appropriately-located housing that meets the needs of present and future San Franciscans.

We understand that the proposed project will involve construction of approximately 400 residential units, approximately 10,000 square feet of office incubator space, up to 14,000 square feet of neighborhood-serving retail and restaurant space, and 15,000 square feet of PDR space. More than half of the four-acre site will be devoted to public and private open space.

The proposed project meets our endorsement criteria in the following ways:

Land Use:

A high-density, mixed-use project providing a variety of housing types (affordable and market rate, ownership and rental), office incubator space, neighborhood-serving retail and public and private open space is an excellent use of this site, which currently is a vacant and blighted lot. The surrounding area has a mix of uses including housing, PDR uses, and educational institutions. Given the proximity of the site to two different schools – California College of the Arts and the UCSF Mission Bay campus – the project can provide a convenient student housing resource. The proposed park will provide a neighborhood resource for workers, students and residents from surrounding areas and the project itself in a part of the City that is deficient in public open space.

Density:

The proposed project utilizes the maximum allowable housing unit density for the site.

Affordability:

The project sponsor intends to meet the increased inclusionary levels for Tier 2 (20 percent on site) for the project, in accordance with the proposed Eastern Neighborhoods Affordable Housing Program. The units will be provided on-site. There is also potential to include “affordable by design” units that will maximize housing affordability.

Transit Orientation and Parking:

As 16th Street has been identified as a major transit corridor – and the MUNI 22 line has been identified as a priority transit project – the site will be well-served by public transit in the near future. The proposed plan will provide the required infrastructure along the frontage of 16th Street to accommodate the re-routing of the MUNI 22 line.

The project meets SFHAC guidelines by proposing less than one parking space per residential unit. The site will have approximately 300 parking spaces, storage for approximately 200 bicycles and spaces for car share. Parking cost will be unbundled from residential unit cost to promote greater affordability.

While we recognize the dilemma of providing parking for the retail uses proposed at the south end of the site, the SFHAC encourages the design team to explore ways in which the proposed parking along Daggett Street be located elsewhere in order to incorporate that space into the proposed park.

Design:

The project promotes principles of good urban design. The site plan is pedestrian, bicycle and transit-friendly. The building design includes treatments that enhance the pedestrian realm; curb cuts are minimized along 16th Street and active ground floor uses are provided. Subject to the approval of the City and/or PORT, the existing Daggett Street right-of-way will be developed as a public street and public park. The project will also provide private, but publicly accessible, open space in the form of unrestricted setbacks, a corner park, pedestrian mews, and courtyards above grade. The building massing is consistent with the density and height proposed in the Eastern Neighborhoods Plan and is appropriate for a development adjacent to a proposed major transit corridor.

Preservation:

There are no structures of significant historic or cultural merit on the site.

Greening and Energy Efficiency:

The proposed project would feature energy efficient and environmentally friendly construction techniques and materials. The project sponsor intends to seek LEED Silver certification, a higher level of green building than what is included in the recently enacted Green Building Ordinance.

Community Input:

Community outreach that has occurred to date includes a long history of meetings with neighborhood organizations, area merchants, and other interested parties. The SFHAC encourages the project team to continue this dialogue with the community as the design and plan are finalized and moving forward.

Thank you for submitting this project to the SFHAC Endorsement Committee. We are pleased to fully endorse your excellent project. It meets our guidelines in an exemplary fashion. Please let us know how we may be of assistance.

Sincerely,



Tim Colen
Executive Director



NIBBI BROTHERS
CONSTRUCTION
1433 17TH STREET
SAN FRANCISCO
CALIFORNIA 94107
(415) 863-1820 FAX
(415) 863-1150

STATE CONTRACTOR
LICENSE NO. 75741

October 27, 2004

Mr. Daniel Murphy
Urban Housing Group

Re: Daggett Triangle Mixed Use Housing Proposal

Dear Mr. Murphy:

I appreciate your reaching out to me to solicit feedback on your proposed development concept, which apparently is being processed currently through the Planning Department.

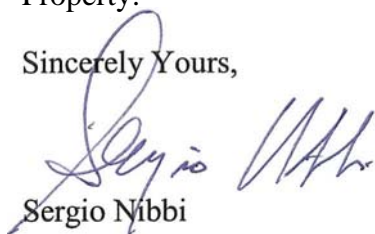
As you now know, I have ownership in numerous properties along 16th Street including the site directly across from the subject Property that currently is leased to SBC for vehicle storage and the small building on St. Street which is the new home of AXIS Cafe. In addition, we own both existing buildings along the south side of 16th at the intersection of Arkansas (One Arkansas and Ten Arkansas) which are both occupied by smaller tenant office and commercial type uses. Thus, we in effect, own three of the corners with the subject Property being the fourth corner of the intersection roughly bounded by Hubbell, 16th and Arkansas. In addition, after more than 50 years at our office on 17th Street, we recently signed a long term lease to occupy ISO Hubbell Street which is directly opposite the proposed largely residential project.

We strongly support the development of the Daggett triangle with 'mixed-use' including a variety of housing types, neighborhood commercial uses along 16th, community open space and potentially, some type of live-work spaces along the base of some of the buildings along Hubbell Street. In our view, housing is a compatible use to the many day time businesses that make up this district and will surely add a higher level of pedestrian activity and safety to the immediate neighborhood, which in turn will support additional neighborhood serving retail uses. Our main concern is that Hubbell Street be upgraded to the standards of other San Francisco city streets with sidewalks, curb and gutter, and attractive street trees to upgrade the environmental quality of the area. Demand for week day parking along this street is at a premium and housing use is very complementary, given the on-site parking proposed coupled with the fact that residents are often at their own place of work during business hours.

I also want to express our objection to the proposed legislation that would, in effect, create a moratorium on growth along the 16th Street corridor, as well as other areas in this district. As you know, there has been an ongoing neighborhood planning process and it seems to us, that the proposed use of the Daggett triangle is a natural evolution of this multi-year planning effort, especially when you consider the incredible need for housing due in part to the growth of jobs in the Mission Bay area, just on the other side of ih Street. In addition, after more than 50 years on 1 ih Street, one of the aspects of this neighborhood that we like most is the mix of land uses that provide vitality and interest to the neighborhood, a characteristic that the 16th Street corridor mostly lacks.

Let me know if there is anything that we can do to convince the City to continue to process smart growth development projects such as the one that you are proposing for the subject Property.

Sincerely Yours,

A handwritten signature in blue ink, appearing to read "Sergio Nibbi". The signature is fluid and cursive, with a large initial "S" and "N".

Sergio Nibbi

■ 201 California St., 14th Floor
San Francisco, CA 94111
(415) 981-6600



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Federal Reserve Bank of San Francisco

Ex Officio
JIM WUNDERMAN
President & CEO
Bay Area Council

December 5, 2008

Mr. Dan Murphy
UrbanGreen Devco LLC
P.O. Box 1578
Pacifica, CA 94044

Dear Mr. Murphy,

The Bay Area Council is very happy to endorse the Daggett Place project.


The Daggett Place project scored extremely highly in all the criteria we employ to evaluate proposed housing projects, namely; transit orientation, project size, efficient use of land, adaptive re-use of land, promotion of affordability, environmental design, mixed use, and the promotion of community input to the design process.

The Housing Endorsement Committee feels that this is precisely the type of dense, transit-oriented, infill housing that San Francisco and the rest of the Bay Area should be promoting and building if we are to preserve the health of our economy and our physical environment.

The lack of all types of housing at all levels of affordability has become a major threat to the economy of the Bay Area. The region's employers are finding it increasingly difficult to attract and keep the top talent in the Bay Area because the high cost of housing here. When the build out of Mission Bay is complete an estimated 31,000 new jobs will be located there with just 6,000 housing units planned to accommodate them. This imbalance will add further to San Francisco's shortage of housing and exacerbate our region's sprawl, congestion, and air quality problems.

It is vital therefore, for the health of our economy, our environment and the people who live and work in the Bay Area, that projects such as Daggett Place are approved and built, and we congratulate you and UrbanGreen Devco LLC for producing a well designed and well situated project that will provide much needed housing for the residents of San Francisco.

Sincerely,


Matt Regan
Director of Housing
Bay Area Council

The Bay Area Council is a business-sponsored, public-policy advocacy organization for the nine-county Bay Area. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here.