



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Downtown Project Authorization (Section 309)

HEARING DATE: APRIL 16, 2015

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: March 31, 2015
Case No.: **2012.0678E!KUVX**
Project Address: **19-25 Mason Street & 2-16 Turk Street**
Zoning: C-3-G (Downtown Commercial, General)
120-X Height and Bulk District
Block/Lot: 0340/002, 005, 006
Project Sponsor: American Pacific International Capital, Inc.
25 Mason Street #400
San Francisco, CA 94102
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org
Recommendation: **Approval with Conditions**

PROJECT DESCRIPTION

The Project Sponsor proposes to demolish the existing surface parking lots, merge the three lots, and construct a new 12-story-over-garage, 114,118 gsf, 155-unit residential building with 2,825 sq. ft. of ground floor retail space, 68 off-street parking spaces, and 132 bicycle parking spaces (122 Class 1; 10 Class 2). The residential units will consist of 43 studio units (28%), 79 one bedroom/one bedroom plus den units (51%), and 33 two bedroom units (21%). Commercial space will be located on both the Turk and Mason Street frontages.

SITE DESCRIPTION AND PRESENT USE

The Project Site consists of three parking lots in the southeast portion of the Civic Center neighborhood just north of the Market Street corridor and directly adjacent to the South of Market (SOMA) neighborhood. The Property is an "L"-shaped parcel, which wraps around the existing Metropolis Hotel with street frontages on the north side of Turk Street and the west side of Mason Street. The subject property is located within the boundaries of the Uptown Tenderloin National Register Historic District and is located at the eastern edge of the district. The Property is 14,219 sq. ft. in size with approximately 74.5 feet of frontage on Mason Street and 62 feet of frontage on Turk Street. The Property is currently used as a surface parking lot with 63 parking spaces.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Property is located at the intersection of Mason and Turk Streets, on either side of the existing Metropolis Hotel. The Property is located within the C-3-G (Downtown, General) District and 120-X Height and Bulk District; the area is densely developed. Tourist and residential hotels and retail uses predominate, though some residential and office uses are present. The Project wraps around a 10-story

hotel, and is also adjacent to a seven-story residential building on Turk Street (Dalt Hotel) and a six-story residential building on Mason Street (Ambassador Hotel). A majority of the surrounding buildings are between six and ten stories.

ENVIRONMENTAL REVIEW

On July 9, 2014, the Preliminary Mitigated Negative Declaration/Initial Study (PMND/IS) for the project was published for public review pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The PMND/IS was noticed on July 9, 2014 and expired on July 29, 2014 with no appeals. The Final Mitigated Negative Declaration/Initial Study was issued on March 25, 2015, and is available online at <http://tinyurl.com/sfceqadocs>. A copy of the FMND is included as part of the Commission packet.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	March 27, 2015	March 25, 2015	22 days
Posted Notice	20 days	March 27, 2015	March 27, 2015	20 days
Mailed Notice	10 days	April 06, 2015	April 06, 2015	10 days

PUBLIC COMMENT

On a previous iteration of the Project, the Department received comments from the Tenderloin Neighborhood Development Corporation (TNDC) expressing concerns about the Project and its adverse effect on the adjacent two residential hotels that they own (the Dalt and Ambassador Hotels). The Sponsor has addressed TNDC’s concerns within the current design, which includes larger side setbacks that provide relief to adjacent properties’ side-facing windows and/or interior courtyards. The Department has also received a letter of support for the Project from Urban Solutions.

ISSUES AND OTHER CONSIDERATIONS

- **Revised Project.** The Project has been significantly revised since it was originally scheduled to be heard by the Planning Commission last August. The adjacent two properties – the Dalt Hotel and the Ambassador Hotel – are both residential hotels owned and operated by TNDC (Tenderloin Neighborhood Development Corporation). TNDC expressed concerns about the original design, in that several of those units’ primary windows would be blocked, significantly reducing access to light and air for tenants of the buildings. In response to these concerns, the Project Sponsor made some dramatic changes to the massing and design of the Project, including introducing large side setbacks (25’ setback from the Dalt Hotel’s light well windows; 25’ setback from the Ambassador’s courtyard, and a 3’ side setback from the Ambassador’s property-line windows).
- **Parking.** The Project will include 68 off-street, below-grade parking spaces, which is less than the principally permitted amount of parking (1 space per two units) allowed under the Planning

Code. The Project also includes 126 off-street, Class 1 bicycle parking spaces, which exceeds the Code requirement.

- **Planning Code Exceptions.** The Project does not strictly conform to several aspects of the Planning Code. As part of the Downtown Project Authorization process, the Commission may grant exceptions from certain requirements of the Planning Code for projects that meet specified criteria. The Project requests exceptions regarding “Rear Yard”, “Reduction of Ground-Level Wind Currents in C-3 Districts” (Section 148), and “Off-Street Freight Loading” (Section 152.1). Compliance with the specific criteria for each exception is summarized below, and is described in the attached draft Section 309 motion.
 - Ground Level Wind Currents. The Code requires that new buildings in C-3 Districts must be designed so as not to cause ground-level wind currents that exceed specified comfort levels. When preexisting ambient wind speeds exceed the comfort levels, new buildings must be designed to reduce those ambient wind speeds to meet the specified comfort level.

According to the wind analysis prepared for the Project, a total of 41 test point locations along sidewalk areas adjacent to and near the Project site were selected for the purpose of analyzing existing and proposed wind levels near the Project Site pursuant to Planning Code Section 148. Under existing conditions – without the Project – 19 of the test locations exceeded the Planning Code’s pedestrian comfort level of 11 mph (more than 10 percent of the time), and no test locations exceeded the wind hazard criterion (speeds reaching or exceeding the hazard level of 26mph, as averaged for a single full hour of the year). With the Project, one comfort exceedance would be eliminated (in front of the residential entrance on Turk Street), 15 would remain unchanged, three would be increased by 1 mph (southwest corner of Mason and Eddy Streets; Market Street north of Mason Street; and the southwest corner of Cyril Magnin and Eddy Streets), and three new exceedances would be created for a total of 21 comfort exceedances (mid-block, east side of Mason Street, between Eddy and Turk Streets).

An exception to this requirement may be granted if the building cannot be shaped to meet the requirements without creating an ungainly building form and without unduly restricting the development potential of the site. Exceeding the seating or pedestrian comfort criteria – and not eliminating all of the pre-existing comfort exceedances as part of the Project – requires a Planning Code Section 309 exception.

- Rear Yard. The Planning Code requires that the Project provide a rear yard equal to 25 percent of the lot depth at the first level containing a dwelling unit, and at every subsequent level. Exceptions to the rear yard requirements may be granted if the building location and configuration assure adequate light and air to the residential units and the open space provided.

The proposed Project would not meet the Planning Code’s minimum rear yard requirement in that the 25% rear yard does not span the full width of the lot. Due to the unique “L”-shaped configuration of the Property, the Project provides a comparable amount of open space at the ground floor at the northwest corner of the Property.

Starting at the second floor, the Project's open space stretches south along the lot line adjacent to the Dalt Hotel, forming a wide "L"-shaped open space ranging from 20-to-25 feet in depth. All dwelling units face onto either this "modified" rear yard, or onto Turk or Mason Streets. In addition, the Project provides abundant open space in the form of the common rooftop deck and the numerous private decks/balconies. Therefore, ample separation for light and air is provided for the residential units within the Project, and the Project provides abundant common open space areas.

- Off-Street Loading. The Planning Code requires that in C-3 Districts, two off-street loading spaces for a building with from 200,001 to 500,000 gross square feet of residential space. Under the provisions of Planning Code Sections 309 and 161(i), the Commission may authorize an exception from the required off-street freight loading or service vehicle spaces if it is found to be undesirable or impractical, and meet the criteria of Planning Code Section 161(i).

Two service vehicle off-street freight loading spaces are proposed within the below-grade garage through a combined parking/loading entrance on Turk Street. The proposed below-grade parking garage is already constrained due to the irregular lot configuration and space for bicycle and vehicular parking, and the Department believes that off-street loading at grade would degrade the pedestrian improvements that are Proposed as part of this Project.

- **VariANCES.** The Project requests a Variance from the dwelling unit exposure requirements of the Planning Code.
 - Section 140. Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, a Code-compliant rear yard, or other open area that meets minimum requirements for dimensions. The dwelling units that face onto Turk and Mason Streets comply with this requirement; however, the two units that face west toward the rear courtyard at both the eleventh and twelfth floors (4 units in total), as well as all of the dwelling units that face toward the rear courtyard (that do not also have exposure onto Turk or Mason Streets) at the tenth floor and below (59 units in total) do not comply with this requirement. A variance from Section 140 is being sought as part of this Project for a total of 63 units that do not comply with the exposure requirements of the Code.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must Determine that the Project complies with Planning Code Section 309, granting requests for exceptions as discussed under "Issues and Other Considerations" above. In addition, the Zoning Administrator would need to grant a Variance from one section of the Planning Code, as discussed under "Issues and Other Considerations" above.

BASIS FOR RECOMMENDATION

- The project would add add 155 dwelling units to the City's housing stock.
- The project would bolster efforts to revitalize the Central Market Street area by adding residents and ground-floor retail services, within an area that is well-served by transit.

- The Project would replace an existing surface parking lot with housing and retail, thereby completing the street walls on both Turk and Mason.
- The Project is compatible with the surrounding neighborhood character, in terms of height, scale, and massing.
- The Project would present a more active and pedestrian-oriented streetscape (with ground-floor retail uses on both Mason and Turk Street) compared with the existing surface parking lot.

RECOMMENDATION:	Approval with Conditions
------------------------	---------------------------------

Attachments:

Draft Section 309 Motion
Exhibit C – Mitigation Monitoring, and Reporting Program
Final Mitigated Negative Declaration
Block Book Map
Sanborn Map
Zoning Map
Aerial Photograph
Site Photographs
Inclusionary Affordable Housing Program: Affidavit for Compliance
Submittal from Project Sponsor

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 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"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Block Book Map | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input checked="" type="checkbox"/> Housing Documents |
| <input checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

EW
Planner's Initials

EW: G:\Documents\PLANNER WORK\1309\19-25 Mason Street\Planning Commission Docs\Executive Summary.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input checked="" type="checkbox"/> Transit Impact Dev't Fee (Sec. 411) | <input checked="" type="checkbox"/> Street Tree (Sec. 138.1; 428) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Public Art (Sec. 429) |

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: APRIL 16, 2015

Date: March 31, 2015
Case No.: **2012.0678E!KUVX**
Project Address: **19-25 Mason Street & 2-16 Turk Street**
Zoning: C-3-G (Downtown Commercial, General)
120-X Height and Bulk District
Block/Lot: 0340/002, 005, 006
Project Sponsor: American Pacific International Capital, Inc.
25 Mason Street #400
San Francisco, CA 94102
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org

ADOPTING FINDINGS RELATED TO THE APPROVAL OF A SECTION 309 DETERMINATION OF COMPLIANCE AND REQUEST FOR EXCEPTIONS FOR REAR YARD, REDUCTION OF GROUND-LEVEL WIND CURRENTS, AND OFF-STREET FREIGHT LOADING IN C-3 DISTRICTS UNDER PLANNING CODE SECTIONS 134, 148, AND 152.1, RESPECTIVELY, TO CONSTRUCT A 12-STORY-OVER-BASEMENT, APPROXIMATELY 120-FOOT TALL BUILDING WITH UP TO 155 DWELLING UNITS WITH APPROXIMATELY 2,825 SQ. FT. OF GROUND FLOOR COMMERCIAL SPACE, AT 19-25 MASON STREET & 2-16 TURK STREET WITHIN THE C-3-G (DOWNTOWN, GENERAL) DISTRICT AND THE 120-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On August 14, 2012, John Kevlin of Reuben, Junius & Rose, LLP on behalf of American Pacific International Capital, Inc. (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Environmental Review, to allow the demolition of an existing surface parking lot and the construction of a new, 12-story-over-basement, approximately 120-foot tall building containing approximately 114,118 gsf of residential space and approximately 2,825 gsf of ground floor commercial space, with 155 dwelling-units at 19-25 Mason Street (hereinafter "Project Site").

On May 8, 2013, the Project Sponsor filed an application with the Department for a Determination of Compliance with Planning Code Section 309, which as revised, seeks exceptions to the requirements for Rear Yard (Section 134), Reduction of Ground-Level Wind Currents in C-3 Districts (Section 148), and Off-Street Freight Loading (Section 152.1).

On February 18, 2015, the Project Sponsor filed an application with the Zoning Administrator under Planning Code Section 140, to allow 63 units to face onto an inner court that does not comply with the Code's dwelling-unit exposure requirements.

On April 16, 2015, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Downtown Project Authorization Application No. 2012.0678E!KUVX.

On July 9, 2014, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review; and

The PMND was available for public comment and appeal until July 29, 2014; and

On March 25, 2015, the Planning Department reviewed and considered the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

The Planning Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department, and that the summary of comments and responses contained no significant revisions to the Draft IS/MND, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department, Jonas P. Ionin, is the custodian of records; all pertinent documents are located in the File for Case No. 2012.0678E!KUVX, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

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 approves the Downtown Project Authorization requested in Application No. 2012.0678E!KUVX, 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.
2. **Site Description and Present Use.** The Project Site consists of three lots used as a surface parking lot in the southeast portion of the Civic Center neighborhood just north of the Market Street corridor and directly adjacent to the South of Market (SOMA) neighborhood. The Property is an “L”-shaped parcel, which wraps around the existing Metropolis Hotel with street frontages on the north side of Turk Street and the west side of Mason Street. The subject property is located within the boundaries of the Uptown Tenderloin National Register Historic District and is located at the eastern edge of the district. The Property is 14,219 sq. ft. in size with approximately 74.5 feet of frontage on Mason Street and 62 feet of frontage on Turk Street. The Property is currently used as a surface parking lot with 63 parking spaces.
3. **Surrounding Properties and Neighborhood.** The Property is located at the intersection of Mason and Turk Streets, on either side of the existing Metropolis Hotel. The Property is located within the C-3-G (Downtown, General) District and 120-X Height and Bulk District; the area is densely developed. Tourist and residential hotels and retail uses predominate, though some residential and office uses are present. The Project wraps around a 10-story tourist hotel, and is also adjacent to a seven-story residential hotel building on Turk Street (Dalt Hotel) and a six-story residential hotel building on Mason Street (Ambassador Hotel). A majority of the surrounding buildings are between six and ten stories.
4. **Project Description.** The Project Sponsor proposes to demolish the existing surface parking lots, merge the three lots, and construct a new 12-story-over-garage, 114,118 gsf, 155-unit residential building with 2,825 sq. ft. of ground floor retail space, 68 off-street parking spaces, and 132 bicycle parking spaces (122 Class 1; 10 Class 2). The residential units would consist of 43 studio units (28%), 79 one bedroom/one bedroom plus den units (51%), and 33 two bedroom units (21%). Commercial space would be located on both the Turk and Mason Street frontages.
5. **Public Comment.** On an earlier iteration of the Project, the Department received comments from the Tenderloin Neighborhood Development Corporation (TNDC) expressing concerns about the Project and its adverse effect on the adjacent two residential hotels that they own (the Dalt and Ambassador Hotels). The Sponsor has addressed TNDC’s concerns in the current design by including larger side setbacks that provide relief to adjacent properties’ side-facing windows and interior courtyard. The Department has also received a letter of support for the Project from Urban Solutions.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Rear Yard Requirement.** Planning Code Section 134 requires that any building containing a dwelling unit in a Downtown Commercial District must provide a rear yard equal to 25 percent of the total lot depth at all residential levels.

The Project does not provide a rear yard that complies with this Code requirement, and as such, requires a rear yard exception under Planning Code Section 309. A 309 exception may be granted so long as the "building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided." See Section 7, below, for 309 findings.

- B. **Exposure.** Planning Code Section 140 requires at least one room within every dwelling unit to face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the Planning Code, or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and at the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The dwelling units that face onto Turk and Mason Streets comply with this requirement; however, the two units that face west toward the rear courtyard at both the eleventh and twelfth floors, as well as all of the dwelling units at the 10th floor and below (59 units) that face toward the rear courtyard (that do not also have exposure onto Turk or Mason Streets) do not comply with this requirement. A variance from Section 140 is being sought as part of this Project for a total of 63 units that do not comply with the exposure requirements of the Code.

- C. **Wind.** Planning Code Section 148 requires that new construction in Downtown Commercial Districts will not cause ground-level wind currents to exceed pedestrian comfort levels. This standard requires that wind speeds not exceed 11 miles per hour in areas of substantial pedestrian use for more than 10 percent of the time year round, between 7:00 AM and 6:00 PM. The requirements of this Section apply either when preexisting ambient wind speeds at a site exceed the comfort level and are not being eliminated as a result of the project, or when the project may result in wind conditions exceeding the comfort criterion.

The existing conditions at the Project Site indicate that 19 of the 41 test points exceed the Planning Code's comfort criterion. A Section 309 exception is being sought because the Project results in 21 of the 41 test locations meeting or exceeding the Planning Code's comfort criterion. Exceptions from the comfort criterion may be granted through the 309 process, but no exception may be granted where a project would cause wind speeds at the site to reach or exceed the hazard level of 26 mph for a single hour of the year. There are no hazardous wind speeds caused by the Project.

- D. **Off-Street Freight Loading.** Planning Code Section 152.1 requires that projects in the C-3 District that include the addition of 100,000-200,000 sq. ft. of residential space must provide one off-street freight loading space within the project.

Although the Project includes two service vehicle spaces in the below-grade garage, it does not include a standard-sized freight loading space, and therefore, an off-street freight loading exception is required

under Planning Code Section 309. A 309 exception may be granted so long as additional findings outlined in Section 161(f) can be made by the Planning Commission.

- E. **Parking.** Planning Section 151.1 allows up to one car for each two dwelling units as-of-right.

The Project contains 155 dwelling-units and 68 off-street parking spaces, which is less than the principally permitted parking ratio of one car per two units.

- F. **Signage.** Currently, there is not a proposed sign program on file with the Planning Department. Any proposed signage will be subject to the review and approval of the Planning Department.

- G. **Maximum Floor Area Ratio (Section 124).** The floor area ratio (FAR) limit as defined by Planning Code Section 124 for the Downtown General District is 6.0:1, with a maximum FAR limit of 9.0:1 allowed with the use of transferrable development rights ("TDR"), as defined by Planning Code Section 123(c)(2).

The Project has a gross floor area of approximately 114,118 gsf and a lot size of 14,219 sq. ft., resulting in an FAR of approximately 8.02:1. The Project Sponsor would need to purchase TDR to build the remaining approximately 28,759 gsf that exceeds the base FAR limit of 6:1.

- H. **Residential Open Space (Section 135).** Planning Code Section 135 requires that private usable open space be provided at a ratio of 36 sq. ft. per dwelling unit or that common usable open be provided at a ratio of 47.88 sq. ft. per dwelling unit.

The Project includes 155 units. The Project would provide at least 36 square feet of private open space for 94 of the dwelling units through balconies or on-grade patios. The remaining 61 dwelling units require a total of 2,921 sq. ft. of commonly accessible open space, which would be provided through a 3,100 sq. ft., roof deck.

- I. **Public Open Space (Section 138).** Planning Code Section 138 requires that new buildings in the C-3-G Zoning District provide public open space at a ratio of one sq. ft. per 50 gsf of all uses, except residential uses, institutional uses, and uses in a predominantly retail/personal services building.

The Project includes approximately 2,825 gsf of ground floor retail space. Ground floor retail space in the C-3 Districts that is less than 5,000 sq. ft. is excluded from gross floor area and is therefore not required to provide the associated publically accessible open space.

- J. **Streetscape Improvements (Section 138.1).** Planning Code Section 138.1 requires that when a new building is constructed in the C-3 District, street trees and sidewalk paving must be provided. Under Section 138.1(c), the Commission may also require the Project Sponsor to install additional sidewalk improvements such as lighting, special paving, seating and

landscaping in accordance with the guidelines of the Downtown Streetscape Plan if it finds that these improvements are necessary to meet the goals and objectives of the General Plan.

The Project does not require a Streetscape Plan, per Section 138.1(c)(2); however, it would comply with the requirements for a Base Case Street outlined in the Downtown Streetscape Plan.

- K. **Street Frontage in Commercial Districts: Active Uses (145.1(c)(3)).** Planning Code Section 145.1(c)(3) requires that within Downtown Commercial Districts, space for “active uses” shall be provided within the first 25 feet of building depth on the ground floor.

The ground floor space along Turk and Mason Streets have active uses with direct access to the sidewalk within the first 25 feet of building depth and are thus compliant with this Code Section. All other features along Turk and Mason Streets (i.e. garage access, minimal lobby, fire control room, etc.) are exempt from the active use requirement.

- L. **Street Frontage in Commercial Districts: Ground Floor Transparency (Section 145.1(c)(6)).** Planning Code Section 145.1(c)(6) requires that within Downtown Commercial Districts, frontages with active uses that are not residential or PDR must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building.

The portion of the Project’s Turk Street frontage with active uses measures 48’-10” and proposes approximately 29’-4” or 60 percent of transparent frontage; the portion of the Project’s Mason Street frontage with active uses measures 63’-8” and proposes approximately 40’ or approximately 63 percent of transparent frontage.

- M. **Shadows on Public Sidewalks (Section 146).** Planning Code Section 146(a) establishes design requirements for buildings on certain streets in order to maintain direct sunlight on public sidewalks in certain downtown areas during critical use periods. Section 146(c) requires that other buildings, not located on the specific streets identified in Section 146(a), shall be shaped to reduce substantial shadow impacts on public sidewalks, if it can be done without unduly creating an unattractive design and without unduly restricting development potential.

Section 146(a) does not apply to construction on Turk or Mason Streets, and therefore does not apply to the Project. As it relates to Section 146(c), the Project would replace a surface parking lot with a 12-story-over-garage mixed-use structure. Although the Project would create new shadows on sidewalks and pedestrian areas adjacent to the site, the Project’s shadows would be limited in scope and would not increase the total amount of shading above levels that are commonly accepted in urban areas. The Project is proposed at a height that is consistent with the zoned height for the property and could not be further shaped to reduce substantial shadow effects on public sidewalks without creating an unattractive design and without unduly restricting development potential. Therefore, the Project would not adversely shadow public sidewalks.

- N. **Shadows on Public Open Spaces (Section 147).** Planning Code Section 147 seeks to reduce substantial shadow impacts on public plazas and other publicly accessible open spaces other than those protected under Section 295. Consistent with the dictates of good design and without unduly restricting development potential, buildings taller than 50 feet should be shaped to reduce substantial shadow impacts on open spaces subject to Section 147. In determining whether a shadow is substantial, the following factors shall be taken into account: the area shaded, the shadow's duration, and the importance of sunlight to the area in question.

A shadow analysis determined that the Project would not cast net new shadow on any other open space under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission. No other significant public or private open spaces – including those not protected by Section 295 – would be affected by shadows created by the Project.

- O. **Ground Level Wind (Section 148).** Pursuant to Section 148, in C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour equivalent wind speed in areas of substantial pedestrian use and seven miles per hour equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial. No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

A total of 41 test point locations along sidewalk areas adjacent to and near the Project Site were selected for the purpose of analyzing existing and proposed wind levels and wind near the Project Site pursuant to Planning Code Section 148. Under existing conditions – without the Project – 19 of the test locations exceeded the Planning Code's pedestrian comfort level of 11 mph (more than 10 percent of the time), and no test locations exceeded the wind hazard criterion (speeds reaching or exceeding the hazard level of 26mph, as averaged for a single full hour of the year). With the Project, one comfort exceedance would be eliminated (in front of the residential entrance on Turk Street), 15 would remain unchanged, 3 would be increased by 1 mph (southwest corner of Mason and Eddy Streets; Market

Street north of Mason Street; and the southwest corner of Cyril Magnin and Eddy Streets), and three new exceedences would be created for a total of 21 comfort exceedences (mid-block, east side of Mason Street, between Eddy and Turk Streets).

Exceeding the seating or pedestrian comfort criteria – and not eliminating all of the pre-existing comfort exceedences as part of the Project – requires an exception pursuant to Planning Code Section 309, as outlined in Section 7, below.

- P. **Car Share (Section 166).** Planning Code Section 166 requires one car share parking space for residential projects with between 50 and 200 dwelling units.

The Project provides one off-street car share parking space within the below-grade garage.

- Q. **Bicycle Parking (Section 155.2).** For buildings with more than 100 dwelling units, Planning Code Section 155.2 requires 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100, and one Class 2 space per 20 units. For the retail space, Section 155.2 requires a minimum of two spaces.

The Project requires a minimum of 114 Class 1 bicycle parking spaces and 10 Class 2 spaces (8 for the residential; 2 for retail). The basement would accommodate approximately 122 Class 1 bicycle parking spaces, and bicycle racks along Mason and Turk Street would, in total, accommodate 10 Class 2 spaces.

- R. **Density (Section 210.2).** Planning Code Sections 210.2 establishes no density limit in the C-3 Districts. Density is regulated by the permitted height and bulk, and required setbacks, exposure, and open space of each development lot.

The Project contains 155 dwelling units, which is allowed in the C-3-G District. The elimination of density controls in the C-3 Districts was recently approved through Ordinance No. 22-15 (Board File No. 141253); previously, density was principally permitted at a ratio of 1 unit per 125 sf of lot area and conditionally permitted above that amount.

- S. **Height (Section 260).** The property is located in a 120-X Height and Bulk District, thus permitting structures up to a height of 120 feet.

The Project would reach a height of approximately 120 feet to the roof of the building, with various features such as elevator/stair penthouses, mechanical structures, an enclosed recreation space, and parapets extending above the 120-foot height limit in accordance with the height exemptions allowed through Planning Code Section 260(b).

- T. **Shadows on Parks (Section 295).** Section 295 requires any project proposing a structure exceeding a height of 40 feet to undergo a shadow analysis in order to determine if the project would result in the net addition of shadow to properties under the jurisdiction of the Recreation and Park Department.

The Department conducted a shadow analysis and determined that the Project would not shade any properties under the jurisdiction of, or designated for acquisition by, the Recreation and Park Department.

- U. **Inclusionary Affordable Housing Program (Section 415).** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten 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, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide.

The Project Sponsor 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 through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 20%. The Project Sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on August 14, 2012.

- V. **Street Trees (Sections 138.1 and 428).** Section 138.1 requires the installation of street trees in the case of the construction of a new building. One 24-inch box tree is required for every 20 feet of property frontage along each street or alley, with any remaining fraction of ten feet or more of frontage requiring an additional tree. The species and locations of trees installed in the public right-of-way shall be subject to approval by the Department of Public Works (DPW). The requirements of Section 138.1 may be waived or modified by the Zoning Administrator, pursuant to Section 428, where DPW cannot grant approval due to practical difficulties.

The Project includes a total of approximately 138 feet of street frontage along the Turk and Mason Street frontages, which means that seven street trees are required. According to the Department of Public Works, only six of the required seven street trees can feasibly be installed. When a pre-existing site constraint prevents the installation of a street tree, the Sponsor can pay an in-lieu fee. Conditions of approval have to been added to require the Project to plant six (6) street trees and pay an in-lieu fee for one tree.

As required for all street trees required within the C-3 Zoning Districts, the trees would have a minimum 2 inch caliper, measured at breast height; branch a minimum of 80 inches above sidewalk grade; be planted in a sidewalk opening at least 16 square feet and have a minimum soil depth of 3 feet 6 inches; and include street tree basins edged with decorative treatment, such as pavers or cobbles.

- W. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 sf to an existing building in a C-3 District, Section 429 requires a

project to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project would comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept and location will be subsequently presented to the Planning Commission at an informational presentation.

7. **Exceptions Request Pursuant to Planning Code Section 309.** The Planning Commission has considered the following exceptions to the Planning Code, makes the following findings and grants each exception as further described below:

- a. **Section 134: Rear Yard.** Section 134(a)(1) of the Planning Code requires a rear yard equal to 25 percent of the lot depth to be provided at the first level containing a dwelling unit, and at every subsequent level. Per Section 134(d), exceptions to the rear yard requirements may be granted provided that the building location and configuration assure adequate light and air to the residential units and the open space provided.

Due to the unique configuration of the Property, the Project does not provide a traditional rear yard but rather provides a comparable amount of open space. The Project provides open space on the roof deck, through private balconies, and at grade along a portion of the northern side of the Property, and starting at the second floor, the Project's open space stretches south along the lot line adjacent to the Dalt Hotel, forming a wide "L"-shaped open space ranging from 20-to-25 feet in depth.

Section 134(d) allows for an exception to the rear yard requirement pursuant to the Section 309 Downtown Project Authorization process so long as the "building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided."

While the proposed rear yard does not meet the strict requirements of the Planning Code, it does ensure adequate open space and allows sufficient light and air to reach the residential units in the available open space. Between the private balconies, terraces, and roof deck, the Project fulfills the residential open space required by the Planning Code. The inner courtyard area provides additional open space beyond the minimum requirements. Further, the rear yard (and adjacent dwelling units) is provided with sufficient light and air due to the limited height and mass of adjacent properties, as well as the 20-to-25-foot deep L-shaped open space that stretches around the majority of the Property's rear lot line.

The building adjacent to the Property on Turk Street is seven stories and the building adjacent on Mason Street is six stories. The Project's rear yard is configured to align with the adjacent Turk Street building's light well, ensuring access to adequate light and air for the building's residents. The building to the north also includes a one-story portion that is adjacent to where the Project's podium level rear yard would be. Considering the proposed rear yard would be adjacent on two sides to structures ranging from zero to six stories relative to the Project's rear yard level, it would have access to adequate light and air. Finally, almost 3,100 sq. ft. of common open space would be located on the roof level of the Project, which would have full, unobstructed access to light and air

on all sides. Therefore, it is appropriate to grant an exception from the rear yard requirements of Planning Code Section 134.

- b. **Section 148: Ground-Level Wind Currents.** In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour equivalent wind speed in areas of substantial pedestrian use and seven miles per hour equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

Section 309(a)(2) permits exceptions from the Section 148 ground-level wind current requirements. No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

Independent consultants analyzed ground-level wind currents in the vicinity of the Project Site. A wind tunnel analysis, the results of which are included in a technical memorandum prepared by RWDI Consulting Engineers & Scientists, was conducted using a scale model of the Project Site and its immediate vicinity.

Comfort Criterion

Based on existing conditions, 19 of the 41 sidewalk locations tested currently exceed the pedestrian comfort level of 11 mph, with wind speeds ranging from 12 to 16 mph.

With the Project, one comfort exceedance would be eliminated (in front of the residential entrance on Turk Street), 15 comfort exceedances would remain unchanged, three would be increased by one mph (southwest corner of Mason and Eddy Streets; Market Street north of Mason Street; and the southwest corner of Cyril Magnin and Eddy Streets), and three new exceedances would be created for a total of 21 comfort exceedances (mid-block, east side of Mason Street, between Eddy and Turk Streets). The range of wind speeds with the Project would be similar to existing conditions, with wind speeds in sidewalk pedestrian areas ranging from 7 mph to 16 mph. With implementation of the Project, there would be localized changes throughout the Project vicinity; however, the overall wind conditions would remain substantially the same.

Because the Project would not eliminate the 19 existing exceedences, an exception is required under Planning Code Section 309. An exception is justified under the circumstances, because the changes in wind speed and frequency due to the Project are slight, unlikely to be noticeable, and would remain substantially the same. The Project could not be designed in a manner that would affect wind conditions substantially enough to eliminate all 19 of the existing comfort exceedences, without unduly restricting the site's development potential.

Hazard Criterion

The Wind Study indicated that all test points currently meet the wind hazard criterion, and that the Project would not cause wind speeds to reach or exceed the hazard level. Therefore, the Project would comply with the hazard criterion of Section 148.

- c. **Section 152.1: Off-Street Freight Loading.** Section 152.1 requires one off-street freight loading space be provided for new residential buildings with between 100,001 and 200,000 square feet of floor area. The Project, with a gross floor area of 114,118 square feet, requires one off-street loading space. Due to the constraints of the Property, the Project does not provide one standard-sized off-street loading space, but rather provides two service vehicle spaces in the below-grade garage. As such, an exception to the Section 152.1 off-street loading requirement is required, which may be granted by the Planning Commission if the following findings are met:

- i. Provision of freight loading and service vehicle spaces cannot be accomplished underground because site constraints will not permit ramps, elevators, turntables and maneuvering areas with reasonable safety;

The Project Site is an irregular "L"-shaped lot, which provides significant challenges with respect to providing parking and loading in a below-grade garage. The lot has only a 75'-0" frontage along Mason Street and a 62'-6" frontage along Turk Street. The proposed below-grade parking garage is constrained and already utilizes space-efficient parking to accommodate the 68 off-street parking spaces (which is less than the 78 spaces allowed as-of-right). Between the balance of bicycle parking, mechanical space, and elevator/stair access, there is not enough room to maneuver a full-sized freight loading truck within the below-grade garage.

- ii. Provision of the required number of freight loading and service vehicle spaces on-site would result in the use of an unreasonable percentage of ground-floor area, and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation or open space uses;

Due to the limited street frontages of the Property, providing an off-street loading space on the ground floor would significantly reduce the amount of retail space available on both frontages and would degrade the pedestrian-oriented design of this new building. The Turk Street frontage is split among a minimal garage access, a secondary residential entrance (and the primary bicycle entrance), and a small, 935 sq. ft. retail space. Providing the loading space along this frontage would eliminate the retail space. The

Mason Street frontage consists of the building entrance, fire control room, and a larger retail space. The primary residential entrance is minimal, so providing a loading space along Mason Street would significantly reduce the ground floor retail space. In this area of the City, retail uses are preferable to an off-street loading space along the street frontages.

- iii. A jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved, cannot be provided; and

All properties abutting the Property are developed and only one of the adjacent buildings includes off-street parking. It would not be feasible to connect the garage proposed by the Project with the adjacent garage, even if an agreement could be reached with the adjacent property owner.

- iv. Spaces for delivery functions can be provided at the adjacent curb without adverse effect on pedestrian circulation, transit operations or general traffic circulation, and off-street space permanently reserved for service vehicles is provided either on-site or in the immediate vicinity of the building.

There is a passenger loading zone along the Turk Street frontage of the adjacent Hotel Metropolis, and two commercial loading zones along Mason Street near the Project Site. Further, two off-street service vehicle spaces would be provided within the Project's below-grade garage. This would provide adequate loading accommodations.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY 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 supports this Policy. The Property is an ideal site for new housing due to its central, downtown location, and proximity to public transportation. The unique shape allows the Project to "complete" the block face on both Turk and Mason Streets with residential uses over active retail uses on the ground floor. The Project also includes the fee payment for 20% of the total number of units to satisfy the Inclusionary Affordable Housing Program of Planning Code Section 415.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project supports this Policy. It is anticipated that because of the central downtown location of the Project, most residents would either walk, bike, or use public transportation for daily travel. The Project is less than one block from Market Street, a major rail and bus-transit corridor that provides convenient access from the Property to neighborhoods throughout the City, the East Bay, and the Peninsula. It is also one block from the Powell Street BART and MUNI stations, and is within one block of at least 9 MUNI bus lines. The Project is also a short walk from the new Transbay Terminal currently under construction.

OBJECTIVE 5:

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

The Project supports this Policy. The Project would create 155 dwelling units, of which 43 are studio units, 79 are one-bedroom/one bedrooms plus den, and 33 are two-bedroom units. The Project provides a range of unit types to serve a variety of needs.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINT 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 11.6

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

Policy 11.7

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The Project supports this Policy. The Project would create 155 dwelling units adjacent to existing tourist and residential hotels, and complies with the existing zoning in terms of land use, height, and density. The Property is currently used as a surface parking lot, which creates two large gaps in the block face. The Project would complete the block with an attractive, modern building that is contextual with the surrounding, established neighborhood, and that includes an active ground floor to encourage a more pedestrian-oriented development.

URBAN DESIGN ELEMENT

Objectives and Policies

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 of their public importance.

Policy 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction

The Project uses an innovative design to relate to existing historic context. It would in-fill a large undeveloped portion of a block in an otherwise densely developed neighborhood, and does so by blending modern design with the surrounding structures in a way that is complementary without mimicking.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The Project would add approximately 2,825 sq. ft. of new commercial space – divided between two tenant spaces – that is intended to serve residents in the building and surrounding neighborhood. Retail is encouraged and principally permitted on the ground floor of buildings in the Downtown General District, and is thus consistent with activities in the commercial land use plan.

DOWNTOWN AREA PLAN

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which produces substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences which cannot be mitigated.

The Project would bring additional housing into a neighborhood that is well served by public transit on the edge of Downtown. The massing of the new building has been revised to be more sensitive to the light and air needs of the adjacent residential hotel buildings, and therefore creates substantial net benefits for the City with minimal undesirable consequences.

OBJECTIVE 7:

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.1

Promote the inclusion of housing in downtown commercial developments.

Policy 7.2

Facilitate conversion of underused industrial and commercial areas to residential use.

The Project would demolish an underutilized surface parking lot and construct a 120-foot tall, 12-story-over-basement, 155-unit residential building within easy commuting distance of downtown jobs.

The Project would also include approximately 2,825 sq. ft. of ground floor commercial space, with tenant spaces on both Turk and Mason Streets; these spaces would provide services to the immediate neighborhood, and would create pedestrian-oriented, active uses on Mason and Turk Streets.

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 complies 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.

In addition to 155 residential units, the Project would include approximately 2,825 sq. ft. of retail space in two separate commercial spaces. These tenant spaces would provide goods and services to residents, workers, and visitors to the area, while creating ownership and employment opportunities for local residents.

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

The Property is currently occupied by a surface parking lot. No housing would be removed as part of this Project. The Property is located in an area where hotel, retail, and residential uses predominate, and housing is encouraged in the area. The Project would be compatible with the surrounding neighborhood character as well as the City's goals for transit-oriented residential development.

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

The Project would enhance the City's supply of affordable housing by complying with the affordable housing requirements of Planning Code Section 415.

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

Due to the Project's location near Downtown, most residents would either walk, bike, or use public transportation for daily travel. The Project is less than one block from Market Street, a major rail and bus-transit corridor that would provide convenient access from the Property to neighborhoods throughout the City, East Bay, and Peninsula. The Property is one block from the Powell Street BART and MUNI metro stations, and is within one block of at least nine MUNI bus lines; it is also a short walk from the new Transbay Terminal currently under construction.

- 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 Property does not contain any industrial or service sector uses, and thus would not cause any such displacement. The Project would result in a net increase of up to 2,825 sq. ft. of new retail space, providing new opportunities for resident employment.

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

The Project would be constructed to meet or exceed all current structural and seismic requirements under the San Francisco Building Code.

- G. That landmarks and historic buildings be preserved.

The Project would not adversely affect any landmark or historic building. Although the property is located within the Uptown Tenderloin National Register Historic District, the Property is considered a non-contributor due to its current status as a parking lot.

The Project is compatible with the overall massing, height, materials, composition and character of contributing buildings within the historic district and would not cause a significant impact to the Uptown Tenderloin Historic District. The Project would not materially impair the significance of the Uptown Tenderloin Historic District and would not cause a significant adverse impact upon a historic resource, as defined by CEQA.

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

The Project would have no negative effect on existing parks and open spaces, as there would be no net new shadows cast on any park or public open space.

10. 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.
11. The Commission hereby finds that approval of the Downtown Project Authorization and Request for Exceptions 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 Downtown Project Authorization Application No. 2012.0678E!KUVX**, subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated March 19, 2015, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the IS/MND and the record as a whole and finds that there is no substantial evidence that the Project would have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309 Determination of Compliance and Request for Exceptions to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed 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 in person at 1650 Mission Street, Room 304, San Francisco, CA 94103, or call (415) 575-6880.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion constitutes conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 16, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 16, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a **Downtown Project Authorization and Request for Exceptions** relating to a Project that would demolish an existing surface parking lot and construct a new, 12-story-over-basement, approximately 120-foot tall building containing approximately 114,118 gsf of residential space and approximately 2,825 gsf of ground floor commercial space, with 155 dwelling-units located at 19-25 Masson Street (aka 2-16 Turk Street), Assessor's Block 0340, and Lots 002, 005, 006 pursuant to **Planning Code Sections 309, 134, 148, 152.1** within the C-3-G Zoning District and a 120-X Height and Bulk District; in general conformance with plans, dated **March 19, 2015**, and stamped "EXHIBIT B" included in the docket for Case No. **2012.0678E!KUVX** and subject to conditions of approval reviewed and approved by the Commission on **April 16, 2015** under Motion No **XXXXXX**. 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 **XXXXXX** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** 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 Downtown 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 Downtown Project Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the Project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the Project Sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent pursuit.** 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. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Additional Project Authorization.** The Project Sponsor must obtain a Variance from Section 140, as 63 of the 155 dwelling-units do not meet the Planning Code requirements for exposure, and

must satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Transferable Development Rights.** Pursuant to Section 128, the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of an architectural addendum for all development which exceeds the base FAR of 6.0 to 1, up to a maximum FAR of 9.0 to 1. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org

8. **Improvement and Mitigation Measures.** Improvement and Mitigation measures described in the MMRP attached as **Exhibit C** are necessary to avoid potential significant impacts of the Project and have been agreed to by the Project Sponsor. Their implementation is a condition of Project approval.

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

DESIGN

9. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping (including roof deck 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 415-558-6378, www.sf-planning.org

10. **Street Trees.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the Site Permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary. The Project currently shows the

installation of six of the seven required street trees, with an in-lieu fee requirement applicable for one street tree.

Also, as required for all street trees within the C-3 Zoning Districts, new street trees shall have a minimum 2 inch caliper, measured at breast height; branch a minimum of 80 inches above sidewalk grade; be planted in a sidewalk opening at least 16 square feet, have a minimum soil depth of 3 feet 6 inches; and include street tree basins edged with decorative treatment, such as pavers or cobbles.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Streetscape Elements.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the required Streetscape features so that it generally meets the standards of the Better Streets and Downtown Plans, as well as all applicable City standards. This includes, but is not limited to the use of the standard downtown paving pattern (dark grey concrete silicate carbonate, 3' scoring), and pedestrian-oriented street lighting. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of the architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

12. **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 Site 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 415-558-6378, www.sf-planning.org

13. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects 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:
- 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;
 - On-site, in a driveway, underground;
 - On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
 - Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
 - Public right-of-way, underground; and based on Better Streets Plan guidelines;
 - Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
 - 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>

16. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.org

PARKING AND TRAFFIC

17. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than one parking space per two dwelling units. With 155 dwelling units proposed, there is a maximum of 78 off-street parking spaces allowed as-of-right.

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

18. **Off-street Loading.** Pursuant to Planning Code Section 152.1, the Project shall provide two service vehicle off-street loading spaces in-lieu of the standard one required off-street loading space.

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

19. **Car Share.** Pursuant to Planning Code Section 166, no less than one car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
20. **Bicycle Parking (Mixed-Use: New Commercial/Major Renovation and Residential).** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 124 bicycle parking spaces (114 Class 1 spaces for the residential portion of the Project and 10 Class 2 spaces - eight for residential and two for commercial).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
21. **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 effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

22. **Street Tree In-Lieu Fee.** Pursuant to Planning Code Section 428, the Project Sponsor shall pay an in-lieu fee for one (1) street tree that is required under Planning Code Section 138.1, but that according to the Department of Public Works, cannot be planted. The in-lieu fee shall be paid prior to the issuance of the first construction document.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
23. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411, the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) for the new retail space based on drawings submitted with the Building Permit Application. The fee shall be paid prior to the issuance of the first construction document.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
24. **Art - Residential Projects.** Pursuant to Planning Code Section 429, the Project Sponsor must provide on-site artwork, pay into the Public Artworks Fund, or fulfill the requirement with any combination of on-site artwork or fee payment as long as it equals one percent of the hard construction costs for the Project as determined by the Director of the Department of Building Inspection. The Project Sponsor shall provide to the Director necessary information to make the determination of construction cost hereunder. Payment into the Public Artworks Fund is due prior to issuance of the first construction document.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

25. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

26. **Art – Concept Development.** Pursuant to Planning Code Section 429, the Project Sponsor and the Project artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the approval of the first building or site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

27. **Art - Installation.** Pursuant to Planning Code Section 429, prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work(s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve (12) months. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

Affordable Units

28. **Requirement.** Pursuant to Planning Code 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this Project is twenty percent (20%).

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 and Community Development at 415-701-5500, www.sf-moh.org.

29. **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 the terms of the 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 Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development'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 or rent.

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 and Community Development at 415-701-5500, www.sf-moh.org.

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. 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 Project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the Project and pursue any and all other remedies at law.

MONITORING

30. **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

31. **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

OPERATION

32. **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 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

33. **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>

EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule
<p>MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR</p> <p>CULTURAL AND PALEONTOLOGICAL RESOURCES</p> <p><i>Mitigation Measure M-CP-1a: Construction Best Practices for Historical Architectural Resources</i></p> <p>The project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings (contributors to historic districts and/or individually significant), including, but not necessarily limited to:</p> <ul style="list-style-type: none"> • Using techniques in removal of the parking lot, excavation, shoring, and construction that create the minimum feasible vibration; • Appropriately shoring excavation sidewalls to prevent movement of potentially affected buildings, as necessary; • Underpinning of foundations of potentially affected buildings, as necessary; • Restricting the use of heavy equipment within 10 horizontal feet from potentially affected shallow foundation and basement walls; and • The installation of soldier piles shall implement pile driving technology with less groundborne vibration than impact drivers (e.g., such as pre-drilling of piles and sonic pile drivers), where feasible. 	Project sponsor; contractor	During construction	Use construction techniques that avoid damage to adjacent and nearby historic buildings	Planning Department Complete when construction is complete

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-CP-1a: Construction Best Practices for Historical Architectural Resources (continued)</i></p> <ul style="list-style-type: none"> The installation of soldier piles and other vibratory methods shall be restricted within 25 feet of existing potentially affected buildings or at distances set to meet the maximum vibration level(s) established by the requirements in Mitigation Measure M-CP-1b, whichever is more restrictive. 					
			Establish distances to meet the maximum vibration levels set in M-CP-1b		
<p><i>Mitigation Measure M-CP-1b: Construction Monitoring Program for Historical Architectural Resources</i></p>					
<p>The project sponsor shall undertake a monitoring program to minimize damage to nearby historic resource buildings (contributors to historic districts and/or individually significant) and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components: Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 100 feet of planned construction to document and photograph the buildings' existing conditions (e.g., crack survey).</p>	<p>Project sponsor; contractor; historic architect or qualified historic preservation professional; Planning Department; Department of Building Inspection (DBI) or qualified geotechnical engineer</p>	<p>Prior to the start of any ground-disturbing activity;</p>	<p>Hire a historic architect or qualified preservation professional to conduct a preconstruction survey of historical resource(s) within 100 feet as identified by the Planning Department;</p>	<p>Planning Department; historic architect or qualified historic preservation professional</p>	<p>Prior to and during construction</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-CP-1b: Construction Monitoring Program for Historical Architectural Resources (continued)</i></p> <p>Based on the construction and conditions of the resource(s), the professional, in consultation with the Department of Building Inspection or qualified geotechnical engineer, if necessary, shall establish a maximum vibration level(s) that shall not be exceeded at each building, based on the existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 or 0.3 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard(s), the project sponsor shall monitor vibration levels at each surveyed building and shall prohibit vibration construction activities that generate vibration levels in excess of the standard(s).</p>	Contractor; historic architect or qualified preservation professional	During construction	Consult with DBI or qualified geotechnical engineer to establish a maximum vibration level;	DBI	During construction
<p>Should vibration levels be observed in excess of the standard(s), construction shall be halted and alternative techniques put into practice, to the extent feasible. The professional shall conduct regular periodic inspections of each surveyed building during ground-disturbing activity on the project site. Should damage to the surveyed building(s) occur from construction activities on the project site, the surveyed building(s) shall be remediated to its' preconstruction conditions immediately following the conclusion of ground-disturbing activity on the project site.</p>					
		Immediately following construction	Remediate any damage, if applicable	Planning Department; DBI	Complete when construction is complete and, if applicable, any damage to surveyed buildings is remediated to preconstruction conditions

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures		Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
-----------------------------	--	-----------------------------------	---------------------	-------------------	-------------------------------------	---------------------

Mitigation Measure M-CP-3: Archeological Resource Monitoring

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

Archeological Monitoring Program. The archeological monitoring program shall minimally include the following provisions:

Project sponsor	Prior to issuance of grading or building permits	Project sponsor to retain archeological consultant to undertake archaeological monitoring program in consultation with Environmental Review Officer (ERO)	Project sponsor, archeologist consultant, and ERO	Complete when project sponsor retains a qualified archeological consultant
-----------------	--	---	---	--

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures		Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>Mitigation Measure M-CP-3: Archeological Resource Monitoring (continued)</i>						
<ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; 		Project sponsor, archeological consultant, archeological monitor, contractor(s) at the direction of the ERO	ERO and archeological consultant meet prior to commencement of soil-disturbing activity. Monitor throughout all soil-disturbing activities	Implement AMP	Project sponsor, archeological consultant and ERO	Considered complete on findings by ERO that AMP implemented
		Archeological consultant		Advise project contractor(s)	Archeological consultant and ERO	During all soil disturbing activities.
		Archeological consultant		Archeological monitor(s) shall be present on site	Archeological consultant and ERO	During all soil disturbing activities

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures		Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<i>Mitigation Measure</i>	<i>M-CP-3: Archeological Resource Monitoring (continued)</i>					
<ul style="list-style-type: none"> The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; 		Archeological consultant		Record and collect soil samples	Archeological consultant and ERO	During all soil disturbing activities
<ul style="list-style-type: none"> If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. 		Archeological consultant	Discovery of archeological deposit	Cease all soils-disturbing activities in the vicinity of the deposit Redirect activities and equipment Notify ERO if intact archeological deposit is encountered	Archeological consultant and ERO	During all soil disturbing activities

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures		Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>Mitigation Measure M-CP-3:</i>	<i>Archeological Resource</i>					
<i>Monitoring (continued)</i>						
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site ¹ associated with descendant Native Americans or the Overseas Chinese an appropriate representative ² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.		Project sponsor, archeological consultant in consultation with any individual listed in the current Native American Contact List and Chinese Historical Society of America	In the event of discovery of an archeological site associated with descendant Native Americans or Overseas Chinese	Contact any individual listed in the current Native American Contact List and Chinese Historical Society of America and implement any further mitigation advised	Archeological consultant and ERO	Considered complete upon notification of appropriate organization and implementation of any further mitigation as advised
If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:		Project sponsor, archeological consultant at the direction of the ERO	If ERO determines a significant archeological resource is present and could be adversely affected by the proposed project	The project sponsor makes a decision on either to re-design the project or implement a data recovery program, unless determined otherwise by ERO	Project sponsor, archeological consultant and ERO	During all soil disturbing activities.
A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or						
B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.						

¹ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

MONITORING AND REPORTING PROGRAM

Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
---	------------------------	----------------------	--	------------------------

Adopted Mitigation Measures

Mitigation Measure M-CP-3: Archeological Resource Monitoring (continued)

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

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.

Archeological consultant at the direction of the ERO	If there is determination by the ERO that an ADRP is required	Prepare an ADRP	Archeological consultant and ERO	During all soil disturbing activities
--	---	-----------------	----------------------------------	---------------------------------------

MONITORING AND REPORTING PROGRAM

Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
---	------------------------	----------------------	--	------------------------

Mitigation Measure M-CP-3: Archeological Resource Monitoring (continued)

- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
-----------------------------	-----------------------------------	---------------------	-------------------	-------------------------------------	---------------------

Mitigation Measure M-CP-3: Archeological Resource Monitoring (continued)

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and the ERO and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Project sponsor, archeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD	In the event human remains and/or funerary objects are encountered	Contact San Francisco County Coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects	Archeological consultant and ERO	During all soil disturbing activities
---	--	---	----------------------------------	---------------------------------------

MONITORING AND REPORTING PROGRAM

Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
---	------------------------	----------------------	--	------------------------

Adopted Mitigation Measures

Mitigation Measure M-CP-3: Archeological Resource Monitoring (continued)

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft 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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project sponsor, archeological consultant at the direction of the ERO

After completion of archeological data recovery, inventorying, analysis, and interpretation

Submit a draft FARR

Archeological consultant and ERO

Considered complete on submittal of Draft FARR

Archeological consultant at the direction of the ERO

Written certification submitted to ERO that required FARR distribution has been completed

Distribute FARR

Archeological consultant and ERO

Considered complete on distribution of FARR

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action	Monitoring/Reporting Responsibility	Monitoring Schedule
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR					
TRANSPORTATION AND CIRCULATION					
Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips					
The project sponsor, property owner, or official designee of the development, should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle (SOV) trips generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including, walking, bicycling, transit, car-share, carpooling, and/or other modes.	Project sponsor, TDM Coordinator, and/or Planning Department staff (with possible assistance from consultant), as detailed for each TDM program component	Prior to and during occupancy	Implement TDM measures and enter into agreement for the provision of TDM services; carry out TDM program components as specified in Improvement Measure language	Project sponsor and Planning Department	Ongoing, specific for each TDM program component (refer to Improvement Measure language)
The project sponsor has agreed to implement the following TDM measures:					
<ul style="list-style-type: none">Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco), or the TDM Coordination could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from					

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Monitoring/Reporting Responsibility		
		Improvement Schedule	Improvement Action	Monitoring Schedule

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips (continued)

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

- **Provide Transportation and Trip Planning Information to Building Occupants:**

- *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. A NextMuni digital screen on-site could be a way of detailing real-time Muni transit information.
- *Current transportation information:* Provide ongoing local and regional transportation information and updates (e.g., up-to-date transit maps and schedules, maps of bicycle routes, internet links) for new and existing occupants.

MONITORING AND REPORTING PROGRAM

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

Adopted Improvement Measures

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips (continued)

- *Ride Board:* Provide a “ride board” through which residents can offer/request rides, on the Homeowners Association website and/or lobby bulletin board.
- **Bicycles:**
 - *Signage:* Ensure that the points of access to bicycle parking through elevators on the ground floor (preferred location) and the garage ramp include signage indicating the location of these facilities.
 - *Tenant Cooperation:* Encourage commercial tenants to allow bicycles in the workplace by identifying a location within the commercial space or garage for bicycle storage.
 - *Safety:* Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-1b, Loading Monitoring and Queue Abatement.
 - *Workshop:* The TDM Coordinator should provide information about and/or host a bike safety workshop conducted by a third party.
 - *Parking:* In addition, the project sponsor should provide the following amounts of bicycle parking above the Planning Code requirements:

MONITORING AND REPORTING PROGRAM

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

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips (continued)

- As needed to meet demand, up to 126 Class 1 bicycle spaces in the storage room on the below-grade level.
- **Car Share Access:** Ensure that points of access to car share spaces to building and non-building occupants are made convenient (e.g., signage from public right-of-way and internal lobbies).

TDM Program Monitoring

The project sponsor should collect data and make monitoring reports available for review by the Planning Department.

- **Timing:** Monitoring reports should be required to be submitted to City staff biannually (every two years) for four reporting periods. The first monitoring report is required one year after 80 percent occupancy of the units for the new building. Each trip count and survey (see below for definitions) should be completed with 90 days following the end of the applicable biannual reporting period. Each monitoring report should be completed within 180 days following the applicable biannual reporting period.
- **Components:** The monitoring report, including trip counts and surveys, should include the following components OR comparable alternative methodology and components as approved or provided by City staff:

Project Sponsor, TDM Coordinator, and Planning Department (with possible assistance from consultant)	One year after 80 percent occupancy of all dwelling units in the new building; and every two years thereafter for four reporting periods	Coordinate, distribute and collect the surveys and counts and prepare monitoring reports	Project sponsor, TDM Coordinator and Planning Department	Ongoing; considered complete upon completion of all required surveys, counts, and monitoring reports
--	--	--	--	--

MONITORING AND REPORTING PROGRAM

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

Adopted Improvement Measures

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips (continued)

- *Trip Count and Intercept Survey:* Trip count and intercept survey of persons arriving and leaving the building for no less than two days of the reporting period between 6 AM and 8 PM. One day should be a Tuesday, Wednesday, or Thursday, and another day should be a Saturday.^{3, 4}
- *Travel Diary or Stated Preference Survey:* The project sponsor should request in writing from City staff a one-week travel diary or stated preference survey (online or paper).⁵ The one-week travel diary or stated preference survey should be distributed to residents and employees of the building to supplement the trip count and intercept survey data and be deemed complete with at least a 20 percent response rate. To encourage participation, the property manager/coordinator should provide an incentive (e.g., gift card, reduced rent or homeowner association fee, etc.).

³ The trip count and intercept survey shall be prepared by a qualified transportation or qualified survey consultant and the methodology shall be approved by the Planning Department prior to conducting the components of the trip count and intercept survey.

⁴ An example of an appropriate trip count and intercept survey can be found in the University of California, Davis, *California Smart-Growth Trip Generation Rates Study*, March 2013, available online at: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>.

⁵ An example of an appropriate travel diary and stated preference survey distributed are those found in the California Department of Transportation, *2010-2012 California Household Travel Survey Final Report*, June 14, 2013.

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Monitoring/Reporting/Responsible		
		Improvement Schedule	Improvement Action	Monitoring Schedule

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips (continued)

- o *Property Manager/Coordinator Survey:* The project sponsor should request in writing from City staff a survey (online or paper) that should be completed by property manager/coordinator to document which TDM Program were implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.).
- o *Travel Demand Information:* The above trip count and survey information should be able to provide travel demand analysis characteristics as outlined in the SF Guidelines.⁶
- o *Assistance and Confidentiality:* City staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.

⁶ City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, or subsequent updates, if applicable.

MONITORING AND REPORTING PROGRAM

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

Improvement Measure I-TR-1b – Loading Monitoring and Queue Abatement

The project sponsor, property owner, or official designee of the development, should monitor and ensure recurring vehicle queues do not occur on Turk Street for the proposed off-street parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If recurring queuing occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as those listed in Improvement Measure I-TR-1a, including additional bicycle parking, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

Project sponsor/owner/operator of off-street parking facility	Upon operation of off-street parking facility	Ensure a vehicle queue does not block any portion of public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis	Project sponsor/owner/operator; Planning Department	Ongoing during operation
---	---	---	---	--------------------------

MONITORING AND REPORTING PROGRAM

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

Improvement Measure I-TR-1b – Loading Monitoring and Queue Abatement (continued)

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

Improvement Measure I-TR-1c – Coordination of Move-In and Move-Out and Activities Related to Large Trucks

To ensure that residential move-in and move-out activities do not impede traffic flow on Mason Street or Turk Street, move-in and move-out operations, as well as larger deliveries that cannot be accommodated by the off-street service vehicle spaces should be scheduled and coordinated through building management.

Improvement Measure I-TR-1d – Non-Peak Construction Traffic Hours

To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, the contractor should restrict truck movements and deliveries to, from, SFMTA and around the project site during peak hours (generally 7 to 9 AM and 4 to 6 PM,) or other times, as determined by San Francisco

Project sponsor; building management	Move-in and move-out activities; larger deliveries	Schedule and coordinate such activities	Project sponsor; building management	Ongoing during operation
Project sponsor; construction contractor; SFMTA	During construction	Restrict truck movements and deliveries during peak hours, or other times,	Project sponsor; construction contractor; SFMTA	Complete when construction is complete

MONITORING AND REPORTING PROGRAM

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

Municipal Transportation Agency and its Transportation Advisory Staff Committee.

Improvement Measure I-TR-1e- Construction Management

As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and automobiles at the Project site, the contractor should add certain measures to the required traffic control plan for Project construction. In addition to the requirements for the construction traffic control plan, the Project should include the following measures:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:
 - Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands.
 - Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
 - Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
 - Identifying a route(s) for construction-related trucks to utilize during construction.

Project sponsor; construction contractor; SFMTA	Prior to and during construction	Implement construction traffic best practices as specified in Improvement Measure language	Project sponsor; construction contractor; SFMTA	Complete when construction is complete
--	--	---	--	--

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Improvement Measure I-TR-1e– Construction Management (continued)</i></p> <ul style="list-style-type: none"> Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site. Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures. Provide a project contact for such construction-related concerns. 	<p>As an improvement measure to reduce pole clutter on Turk Street, within one year after issuance of a building permit for the subject project, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether it would be appropriate to install eyebolts in the new building to support SFMTA’s overhead wire system.</p>	<p>Within one year after issuance of a building permit</p>	<p>Coordinate with SFMTA to determine appropriateness of installing eyebolts into new building</p>	<p>Project sponsor; SFMTA</p>	<p>Complete when: SFMTA determines eyebolts should not be installed; or when SFMTA determines eyebolts should be installed and installation is complete</p>

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Monitoring/Reporting Responsibility		
		Improvement Schedule	Improvement Action	Monitoring Schedule

Improvement Measure I-TR-4b – Pedestrian Improvements

As the improvement measure to improve accessibility for pedestrians in the project vicinity, within one year after issuance of a building permit for the subject project, the project sponsor should contact the San Francisco Municipal Transportation Agency in writing to fund a curb ramp for pedestrians heading south across Turk Street from the west side of Mason Street.

Project sponsor; SFMTA	Within one year after issuance of a building permit	Contact SFMTA in writing to fund a curb ramp and provide such funds	Project sponsor; SFMTA	Complete when: SFMTA determines a curb ramp should not be installed; or when SFMTA determines a curb ramp should be installed and installation is complete
---------------------------	---	---	---------------------------	---

AIR QUALITY

Improvement Measure I-AQ-2 – Construction Emissions Minimization

- A. *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor should submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan should detail project compliance with the following requirements:
1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities should meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines should be prohibited;

Project sponsor/ contractor(s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code	Prepare and submit a Plan	Project sponsor/ contractor(s) and the ERO	Considered complete on findings by ERO that Plan is complete.
-----------------------------------	--	---------------------------	---	---

MONITORING AND REPORTING PROGRAM

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

Adopted Improvement Measures

Improvement Measure I-AQ-2 – Construction Emissions Minimization (continued)

- b) All off-road equipment should have:
 - i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).⁷
- c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce

⁷ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

MONITORING AND REPORTING PROGRAM

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

Adopted Improvement Measures

desired emissions reductions due to expected operating modes, (3) installing the control

Improvement Measure I-AQ-2 – Construction Emissions Minimization (continued)

device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

MONITORING AND REPORTING PROGRAM				
Responsibility for Implementation	Improvement Schedule	Improvement Action	Monitoring/ Reporting Responsibility	Monitoring Schedule

Adopted Improvement Measures

Improvement Measure I-AQ-2 – Construction Emissions Minimization (continued)

TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN
SCHEDULE*

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

*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.
**Alternative fuels are not a VDECS

- The project sponsor should require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated

Adopted Improvement Measures

queuing areas and at the construction site to remind operators of the two minute idling limit.

Improvement Measure I-AQ-2 – Construction Emissions Minimization (continued)

3. The project sponsor should require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan should include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting should indicate the type of alternative fuel being used.
5. The Plan should be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor should provide copies of Plan to members of the public as requested.

MONITORING AND REPORTING PROGRAM

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

MONITORING AND REPORTING PROGRAM

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

Improvement Measure I-AQ-2 – Construction Emissions Minimization (continued)

- B. *Reporting.* Quarterly reports should be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.
- Within six months of the completion of construction activities, the project sponsor should submit to the ERO a final report summarizing construction activities. The final report should indicate the start and end dates and duration of each construction phase. For each phase, the report should include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.
- C. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Project sponsor/
contractor(s)

Monthly.

Submit
monthly
reports

Project sponsor/
contractor(s) and
the ERO

Considered
complete on
findings by ERO
that Plan is
being/was
implemented

Within six months
of completion of
construction
activities

Submit a final
report of
construction
activities

Project sponsor/
contractor(s)

Prior to
construction
activities requiring
the use of off-road
equipment

Submit
certification
statement

Project sponsor /
contractor(s) and
the ERO

Considered
complete on
submittal of
certification
statement

MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Responsibility for Implementation	Monitoring/Reporting			Monitoring Schedule
		Improvement Schedule	Improvement Action	Reporting Responsibility	

Improvement Measure I-AQ-4a – Best Available Control Technology for Diesel Generators

All diesel generators should have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).	Project sponsor	Prior to issuance of a permit for backup diesel generator from City agency	Submittal of plans detailing engine standards	Project sponsor, City permitting agencies, and BAAQMD	Considered complete upon plans detailing compliance.
---	-----------------	--	---	---	--

WIND

Improvement Measure 5 – Wind Reduction on New Rooftop

Decks

To reduce wind and improve usability on the new rooftop decks on the new rooftop deck, the project sponsor should provide wind screens or landscaping along the north and west perimeter of the new rooftop deck. Suggestions include <i>Planning Code</i> compliant porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) as opposed to a solid surface.	Project sponsor	Upon construction of the rooftop deck	Landscape rooftop deck	Project sponsor	Considered complete when rooftop deck are landscaped to reduce wind and improve usability
---	-----------------	---------------------------------------	------------------------	-----------------	---



SAN FRANCISCO PLANNING DEPARTMENT

Mitigated Negative Declaration

PMND Date: July 9, 2014; amended on March 25, 2015 (deletions to the PMND are shown in ~~strikethrough~~ and additions are shown in **bold underline**)

Case No.: **2012.0678E**

Project Title: **Mason and Turk Residential Mixed-Use Project**

Zoning: C-3-G (Downtown General Commercial) Use District
120-X Height and Bulk District

Block/Lot: 0340/002, 005, and 006

Lot Size: 14,220 square feet (combined three lots)

Project Sponsor John Kevlin – (415) 567-9000
Reuben, Junius & Rose

Lead Agency: San Francisco Planning Department

Staff Contact: Wade Wietgreffe – (415) 575-9050
wade.wietgreffe@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

PROJECT DESCRIPTION:

The project site at 19 – 25 Mason Street and Turk Street (no address listed) is located in the Downtown/Civic Center neighborhood and Uptown Tenderloin National Register Historic District. The 14,220-square-foot (sf) project site is within the block bounded by Eddy Street to the north, Mason Street to the east, Turk Street to the south, and Taylor Street to the west. The L-shaped project site is adjacent to the Hotel Metropolis and fronts both Mason Street and Turk Street and is one block north of Market Street and one block west of the Powell Street Muni/BART station. The project site is currently used as a fenced-in surface parking lot for 54 vehicles, serving the adjacent Hotel Metropolis. The proposed project would include removal of the existing surface parking lot, merger of the three parcels, and construction of a new 12-story, 120-foot-tall (~~131 to 140 feet~~ **132-to-134-foot** tall with above-roof structures), ~~142,920~~ **135,797** sf building. The new building would include ~~109~~ **155** dwelling units at the ~~second~~ **first** through twelfth floors, separate ground-floor retail spaces along both street frontages (~~2,400~~ **2,825** sf), and at- and below-grade parking for ~~55~~ **68** vehicles, one car-share space, ~~120~~ **up to 248** bicycles, and two service vehicles. The dwelling unit mix would be **43 studio**, ~~65~~ **79** one bedroom, and ~~44~~ **33** two-bedroom units. The Hotel Metropolis would not be altered as part of the proposed project and would remain as a hotel use.


The proposed project would be subject to Downtown Project Authorization (Section 309 of the Planning Code) review process because the project site is located within a C-3 district, including exceptions for rear yard, ground-level wind currents, and ~~accessory~~ off-street parking **freight loading**. The Downtown Project Authorization is identified as the Approval Action for the whole of the proposed project. In addition, the proposed project would seek a variance for exposure (Section 140 of the Planning Code) and a Transfer of Development Rights to increase permitted floor area ratio from 6.0 to 1 to ~~7.9~~ **8.0** to 1.0.

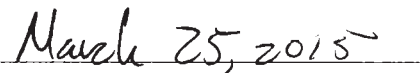
FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See pages ~~105–116~~ **107 – 119**.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.


SARAH B. JONES
Environmental Review Officer


Date of Issuance of Final Mitigated
Negative Declaration

cc: John Kevlin, Elizabeth Watty, M.D.F

TABLE OF CONTENTS

2012.0678E – Mason and Turk Street Residential Mixed-Use Project

Section

A.	PROJECT DESCRIPTION.....	1
B.	PROJECT SETTING.....	14
C.	COMPATIBILITY WITH EXISTING ZONING AND PLANS	15
D.	SUMMARY OF ENVIRONMENTAL EFFECTS	19
E.	EVALUATION OF ENVIRONMENTAL EFFECTS	21
1.	LAND USE AND LAND USE PLANNING— Would the project:.....	21
2.	POPULATION AND HOUSING— Would the project:	23
3.	CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:	25 26
4.	TRANSPORTATION AND CIRCULATION— Would the project:	38 39
5.	NOISE—Would the project:	54 56
6.	AIR QUALITY—Would the project:.....	59 62
7.	GREENHOUSE GAS EMISSIONS— Would the project:	75 77
8.	WIND AND SHADOW—Would the project:	77 79
9.	RECREATION—Would the project:	82 84
10.	UTILITIES AND SERVICE SYSTEMS— Would the project:	83 85
11.	PUBLIC SERVICES— Would the project:.....	87 89
12.	BIOLOGICAL RESOURCES— Would the project:.....	88 90
13.	GEOLOGY AND SOILS— Would the project:	91 93
14.	HYDROLOGY AND WATER QUALITY— Would the project:.....	95 97
15.	HAZARDS AND HAZARDOUS MATERIALS— Would the project:.....	98 100
16.	MINERAL AND ENERGY RESOURCES—Would the project:.....	101 103
17.	AGRICULTURE AND FOREST RESOURCES—Would the project:.....	103 105
18.	MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:.....	104 106
F.	MITIGATION MEASURES AND IMPROVEMENT MEASURES.....	105 107
G.	PUBLIC NOTICE AND COMMENT	117 119
H.	COMMENTS RECEIVED IN RESPONSE TO PMND	119
H. I. I.	DETERMINATION	118 120
I. I. I.	INITIAL STUDY PREPARERS	119 121

List of Figures

	<u>Page</u>
Figure 1 Project Vicinity	2
Figure 2 Surrounding Land Uses	3
Figure 3 Existing Project Site.....	4
Figure 4 Proposed Ground-Floor Plan	6
Figure 5 Proposed Basement Plan	7
Figure 6 Proposed Representative Upper-Floor Plan	8
Figure 7 Proposed Roof Plan.....	9

Figure 8 South Elevation	10
Figure 9 East Elevation.....	11

List of Tables	Page
Table 1 Uptown Tenderloin National register historic district Character defining features	27 <u>28</u>
Table 2 Vibration Velocities for Construction Equipment	29 <u>30</u>
Table 3 AM and PM Peak Hour Level of Service and Delay Analysis	41 <u>43</u>
Table 4 AM and PM Peak Hour Level of Service and Delay Analysis - Cumulative.....	52 <u>54</u>
Table 5 Operational Noise Components.....	57 <u>59</u>
Table 6 BAAQMD Thresholds of Significance for Criteria Air Pollutants – Project Level.....	61 <u>63</u>

INITIAL STUDY
19 MASON STREET/TURK STREET
PLANNING DEPARTMENT CASE NO. 2012.0678E

A. PROJECT DESCRIPTION

Project Location

The project site at 19 – 25 Mason Street and Turk Street (no address listed) is located in the Downtown/Civic Center neighborhood and Uptown Tenderloin National Register Historic District. The 14,220-square-foot (sf) project site (Assessors Block 340, Lots 002, 005, and 006) is within the block bounded by Eddy Street to the north, Mason Street to the east, Turk Street to the south, and Taylor Street to the west. The L-shaped project site is adjacent to the Hotel Metropolis and fronts both Mason Street and Turk Street and is one block north of Market Street and one block west of the Powell Street Muni/BART station (refer to Figure 1, Project Vicinity). The project site is within a Downtown General Commercial (C-3-G) Use District and a 120-X Height and Bulk District. The basic floor area ratio (FAR) allowed for the project site is 85,314 gross sf (gsf), which can be increased to 127,971 gsf through the Transfer of Development Rights.

Land uses in the surrounding area include a mixture of retail, entertainment, hotel, residential, and office uses. Land uses adjacent to the project site include a six-story single-room-occupancy residential building (Ambassador Hotel) above ground-floor commercial uses to the north, an eight-story office building above ground-floor commercial uses across Mason Street to the east, a nine-story hotel (Hotel Metropolis) to the southeast, a two-story commercial building across Turk Street to the south (with frontage on Market Street), and a seven-story single-room-occupancy residential building (Dalt Hotel) above ground-floor commercial uses to the west (refer to Figure 2, Surrounding Land Uses).

The project site is currently used as a fenced-in surface parking lot for 54 vehicles, serving the adjacent Hotel Metropolis. Vehicles access the project site from two 20-foot-wide curb cuts, one at Turk Street and one at Mason Street. No trees exist on or around the perimeter of the project site (refer to Figure 3, Existing Project Site).

Figure 1 Project Vicinity

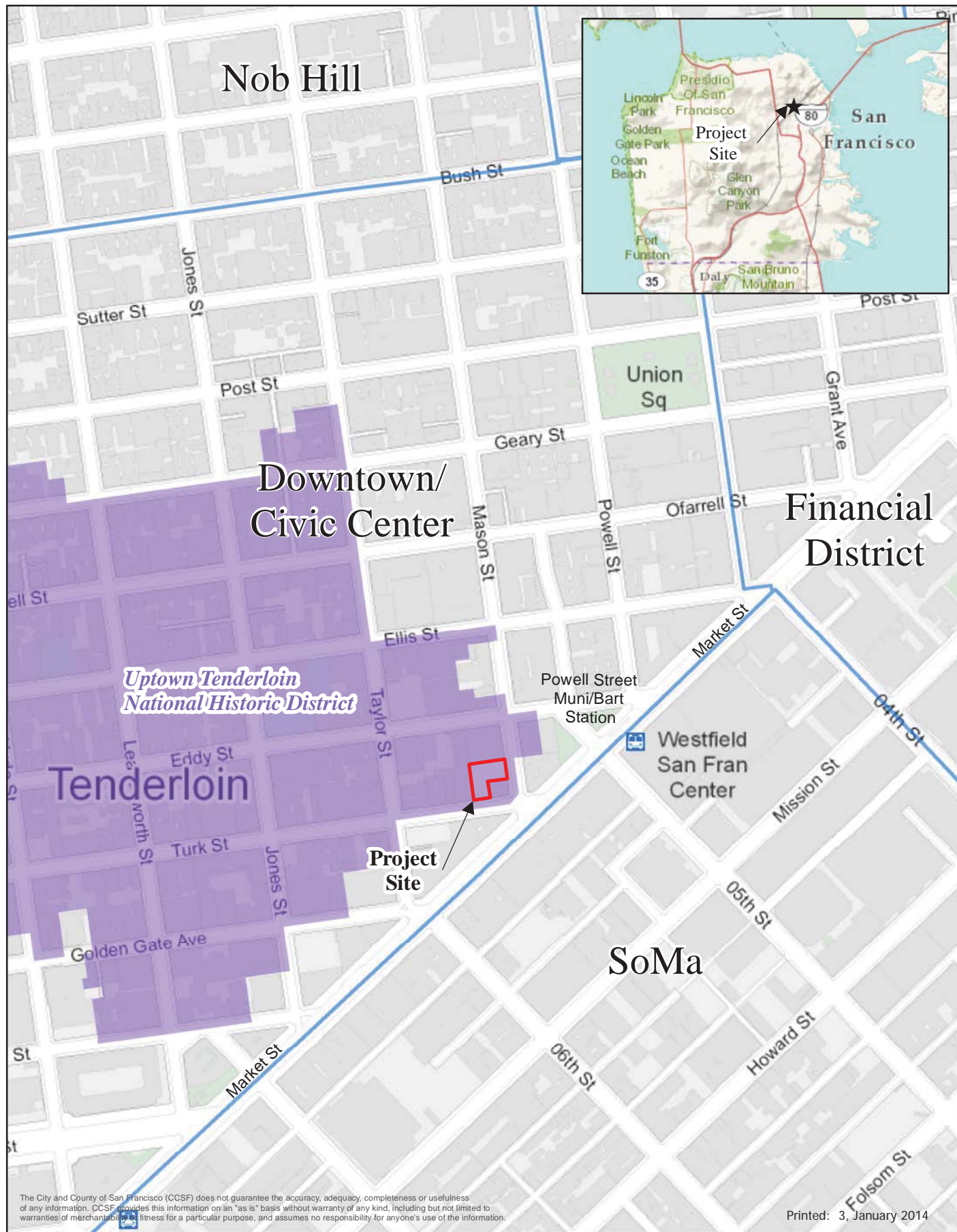


Figure 2 Surrounding Land Uses



Comments: SRO - Single-room-occupancy

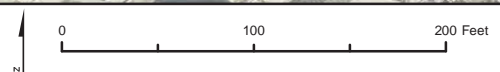
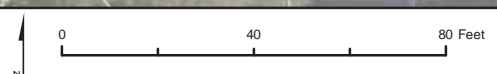


Figure 3 Existing Project Site



Comments: SRO - Single-room-occupancy
XXXX/XXX - Block/Lot Number



Project Characteristics

The proposed project would include removal of the existing surface parking lot, merger of the three parcels, and construction of a new 12-story, 120-foot-tall (~~131 to 140 feet~~ **132-to-134-foot** tall with above-roof structures), ~~142,920~~ **135,797** sf (or ~~112,600~~ **114,118** gsf) building. The new building would include ~~109~~ **155** dwelling units at the ~~second~~ **first** through twelfth floors, separate ground-floor retail spaces along both street frontages (~~2,400~~ **2,825** sf),¹ and at- and below-grade parking for ~~55~~ **68** vehicles, one car-share space, and two service vehicles (~~18,140~~ **12,020** sf).² The dwelling unit mix would be ~~43~~ **studio**, ~~65~~ **79** one bedroom, and ~~44~~ **33** two-bedroom units. The residential lobby and entrance would be located adjacent to the northern side of the existing Hotel Metropolis. The Mason Street retail space, at ~~1,560~~ **1,890** sf, would be located to the north of the new residential lobby. The Turk Street retail space, at ~~840~~ **935** sf, would be located to the west of the new parking garage entrance. The parking garage would be accessed from a new ~~14~~ **12-foot-eight-inch** wide curb cut at Turk Street, which is approximately 10 feet, nine inches east of an existing 120-foot-long Muni bus stop for the 16X – Noriega and 31 – Balboa. The new curb cut would reduce the length of an existing 86-foot-long passenger loading zone on Turk Street to 75 feet, three inches. At the ground floor, the parking garage would also include ~~two service vehicle spaces and 120~~ **122 bicycle parking spaces**; **126 bicycle parking spaces would also be provided in the basement to be used as demand by building residents warrant** (refer to Figure 4 Proposed Ground-Floor Plan, Figure 5 Proposed Basement Plan, Figure 6 Proposed Representative Upper-Floor Plan, and Figure 7 Proposed Roof Plan).

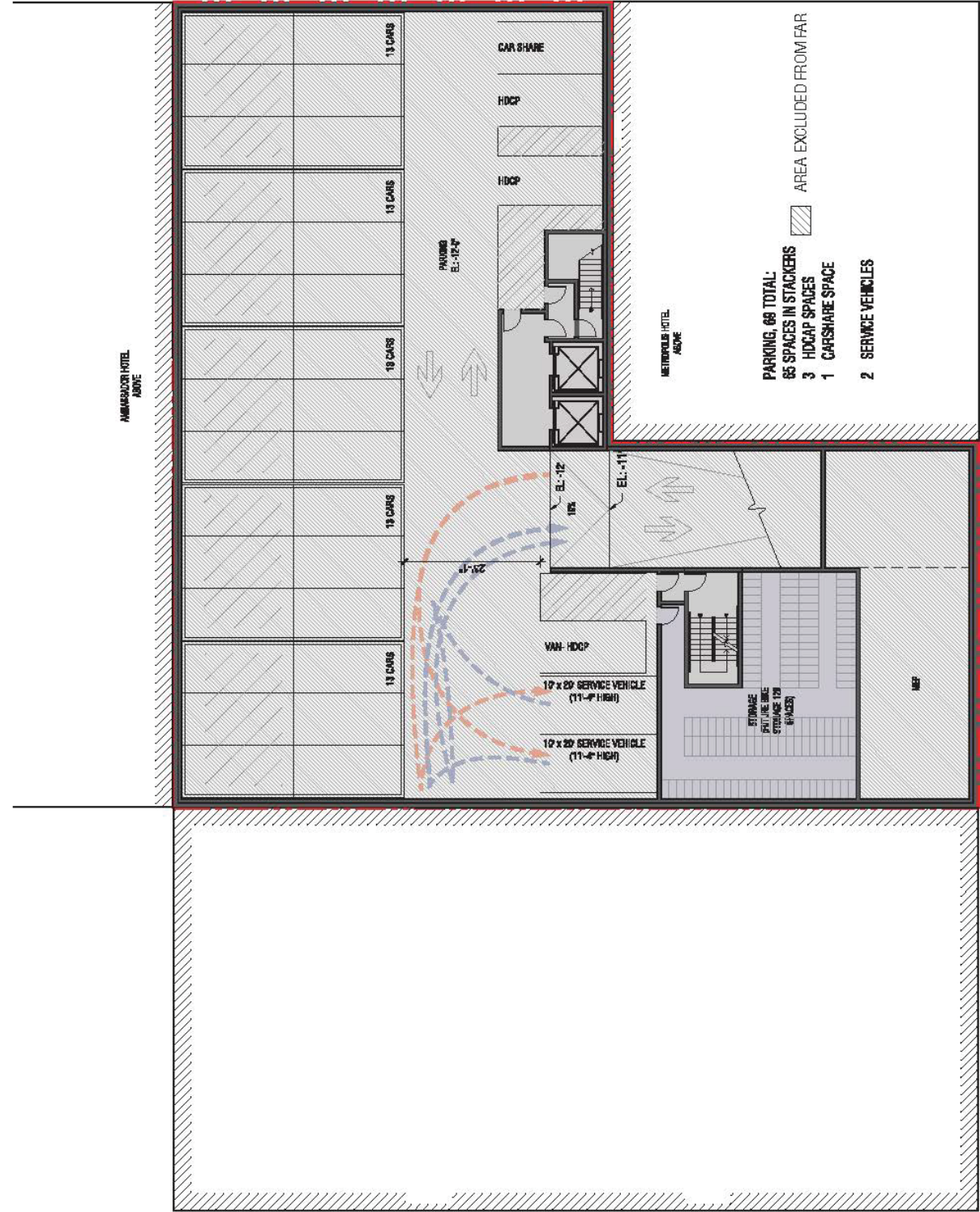
The ground floor and basement would fill the entirety of the project site. Below ground surface (bgs) construction would include a reinforced mat foundation to a depth of approximately ~~18~~ **12** feet bgs and an elevator pit **and parking stacker pit** to a depth of approximately ~~24~~ **18** feet bgs. The excavation area would require the removal and disposal of ~~7,000 to 8,000~~ **3,200** cubic yards of soil. ~~At the northwest corner of the project site the~~ **The second through twelfth floors along the western side of the new building** would be set back approximately ~~55~~ **21 to 25** feet from the western adjacent buildings and **the first through twelfth floors along the northern side of the new building** approximately ~~65~~ **25** feet from the northern adjacent buildings. On the **ground and second floor (podium level)**, the setback area would contain ~~a 3,500-sf~~ landscaped open spaces. An approximately 3,100-sf **common** open space would also be provided on the roof, adjacent to the northern side of the existing Hotel Metropolis. The roof would also contain separate structures above 120 feet that may be visible from the public right-of-way. An ~~11-12-foot-tall mechanical penthouse~~ **stair enclosure** would be set back approximately ~~44~~ **35** feet from the Turk Street façade roofline. A ~~20 14-foot-tall elevator penthouse and 11-foot-tall mechanical penthouse~~ **enclosed recreational (fitness) space** would be set back approximately ~~29 feet and 23~~ **15** feet, ~~respectively~~ from the Mason Street façade roofline (refer to Figure 8 South Elevation and Figure 9 East Elevation). A backup diesel generator would also be provided in a self-contained acoustic enclosure (~~approximately 8 feet wide by 20 feet long by 8 feet tall~~ **no taller than 12 feet**) on the roof, ~~west of the 11-foot-tall mechanical penthouse on~~ **set back approximately 15 feet from** the Turk Street façade. On the street frontages of the project site, the proposed project would include ~~seven~~ **six** new trees and would fill in the existing curb cuts along Mason and Turk Streets.

¹ The ground floor retail spaces, both less than 5,000 square feet, are not factored into the gross square footage building calculations in accordance with Planning Code Section 102.9(b)(13).

² Various spaces (i.e., the parking garage, ~~18,140~~ **12,020** sf; bicycle parking, ~~1,040~~ **1,080** sf; and mechanical, storage, and circulation, ~~8,740~~ **5,754** sf) are not factored into the gross square footage calculations in accordance with Planning Code Section 102.9(b).

Source: *Arquitectura*, March 6, 2015.

Figure 5, Proposed Basement Plan



Comments: Not to Scale

Source: Architectonica, March 6, 2015.

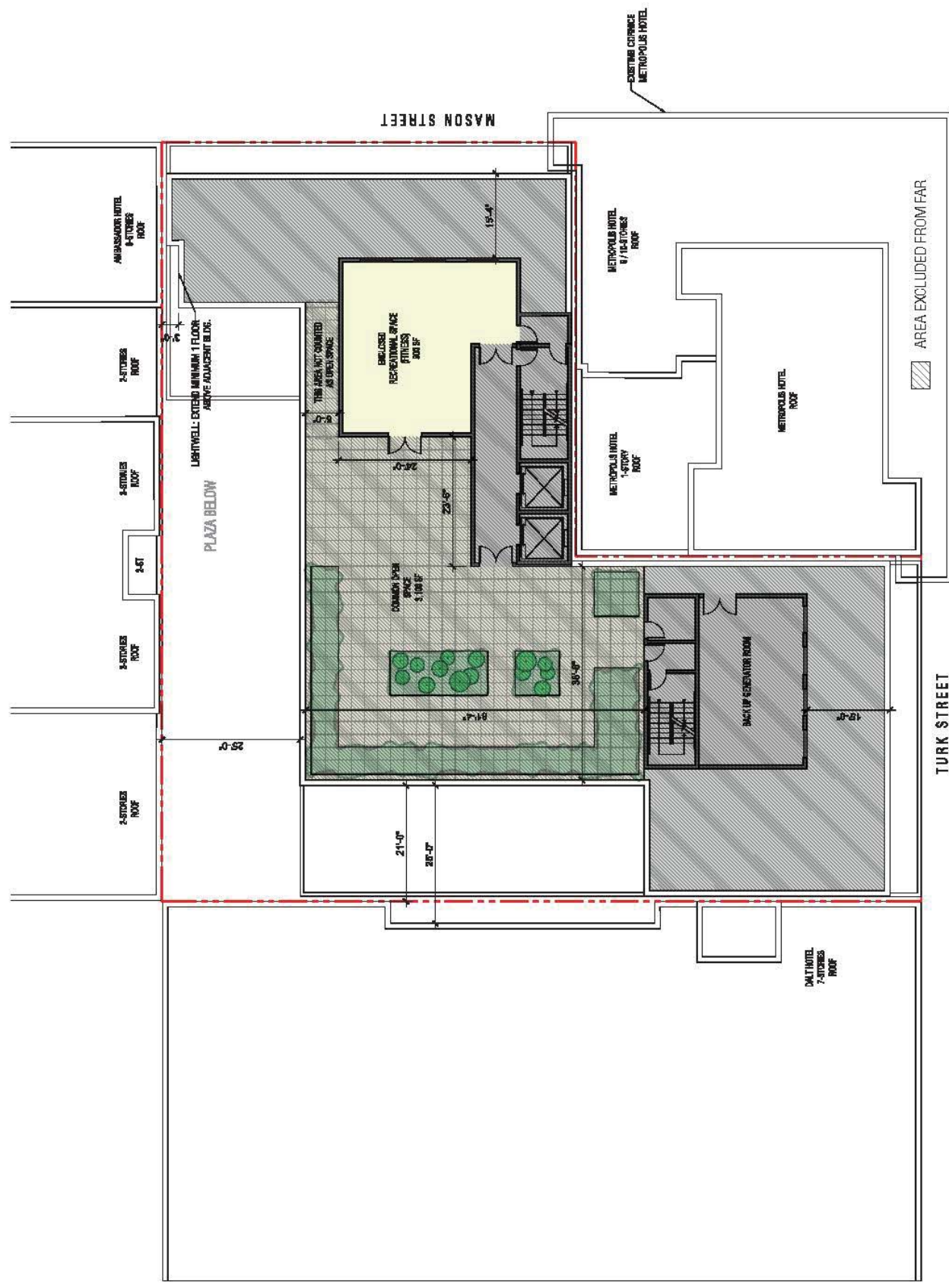
Figure 6, Proposed Representative Upper-Floor Plan



Comments: Not to Scale

Source: *Arquitectura*, March 6, 2015.

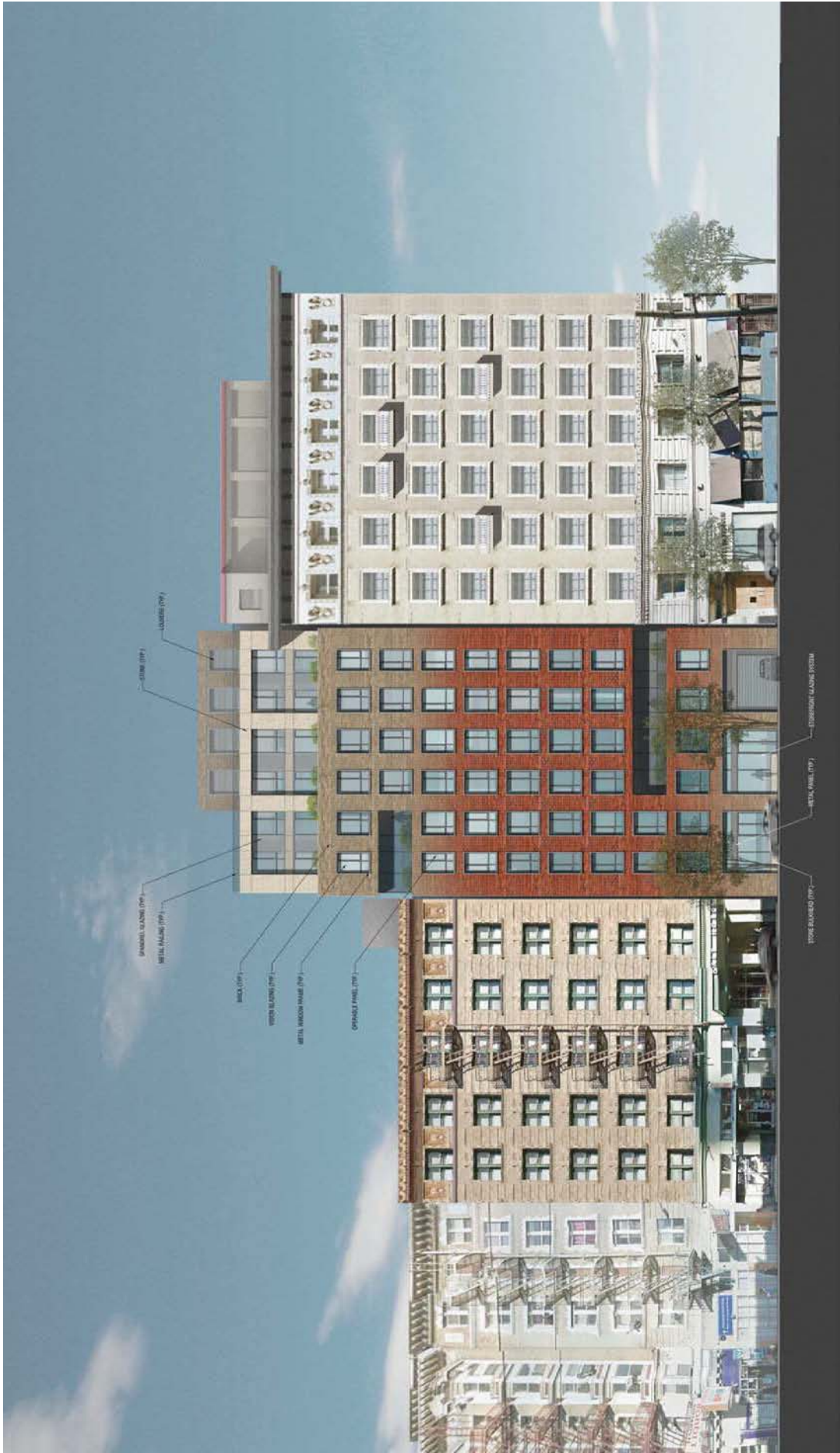
Figure 7, Proposed Roof Plan



Comments: Not to Scale

Source: *Arquitectura*, March 6, 2015.

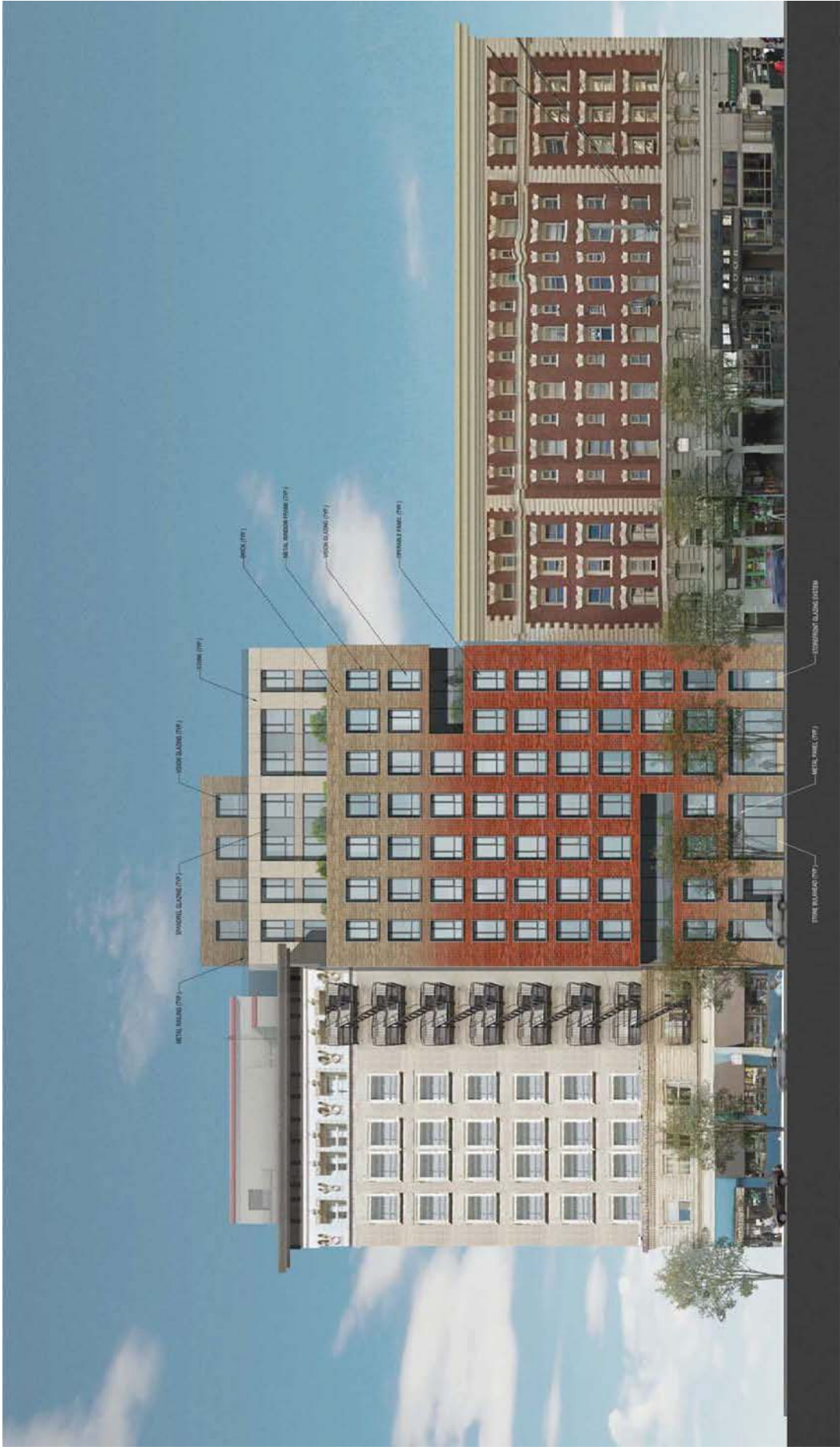
Figure 8. South Elevation



Comments: Not to Scale

Source: Architectonica, March 6, 2015.

Figure 9, East Elevation



Comments: Not to Scale

Source: Architectonica, March 6, 2015.

Noise Measures

The proposed project would apply Sound Transmission Class 32 – 39 (depends on location and floor level) for all windows and exterior door assemblies facing Mason street and Turk Street to reduce noise. In addition, the proposed project would apply Sound Transmission Class 28 – 39 (depends on location and floor level) for all windows and exterior door assemblies facing the rear/side yard to reduce noise. Refer to Table 5 in Section E.5 Noise for further information.

Construction

Construction would last approximately 18 months with an anticipated date of occupancy in ~~Summer~~ Winter, 2016. Diesel-generating equipment would be required for the proposed project during the initial and middle phases of construction for approximately 16 months. Construction phases would consist of bgs construction, superstructure, exterior wall construction and glazing, and building construction interior and finishes. The estimated construction cost is ~~\$39,000,000~~ \$44,000,000.

Project Approvals

The proposed project would require the following approvals:

Planning Commission

- Downtown Project Authorization (Section 309 of the *Planning Code*), including exceptions for rear yard, ground-level wind currents, and ~~accessory~~ off-street ~~parking~~ freight loading. The Downtown Project Authorization is identified as the Approval Action for the whole of the proposed project.

Zoning Administrator

- Variance for exposure (Section 140 of the *Planning Code*).
- Transfer of Development Rights to increase permitted FAR from 6.0 to 1.0 gsf to ~~7.9~~ 8.0 to 1.0 gsf.

San Francisco Department of Public Works

- Lot Merger.

San Francisco Department of Building Inspection

- Approval of a Building Permit.

San Francisco Municipal Transportation Agency

- Reduction of an existing passenger loading zone and any proposed curb or street modifications.

San Francisco Public Utilities Commission

- Approval of Erosion and Sediment Control Plan (Article 4.1 of the Public Works Code).
- Approval of Stormwater Control Plan (Article 4.2 of the Public Works Code).

- Approval of landscape and irrigation plans (Article 63 of the Administrative Code).

San Francisco Department of Public Health

- Certification for backup diesel generator (Article 30 of the Health Code).
- Approval of Enhanced Ventilation System (Article 38 of the Health Code).
- Approval of Site Mitigation Plan (Article 22A of the Health Code).

Bay Area Air Quality Management District

- Approval of permit to operate backup diesel generator.

B. PROJECT SETTING

The project site is within the Tenderloin neighborhood, which is part of the larger Downtown/Civic Center neighborhood, and near the South of Market Neighborhood, which is across Market Street one block south of the project site. The L-shaped project site is three lots (14,220 sf) consisting of a fenced-in surface parking lot for 54 vehicles, serving the adjacent Hotel Metropolis near the intersection of Turk Street and Mason Street. The topography of the project site and surrounding area is relatively flat. The project site is within the block bounded by one-way eastbound Eddy Street to the north, one-way southbound Mason Street to the east, one-way westbound Turk Street to the south, and one-way northbound Taylor Street to the west. In the vicinity of the project site, each of these roadways consists of two or three travel lanes.

The project site is within a Downtown General Commercial (C-3-G) Use District and a 120-X Height and Bulk District. Most of the properties along Market Street near the project site are within a similar Use District (e.g., C-3-R) and similar Height and Bulk District (110-X), with the exception of Hallidie Plaza (P Use District and OS Height and Bulk District), which is approximately 200 feet east of the project site. Properties adjacent to the project site to the west are also within the North of Market Residential Special Use District and Fringe Financial Service Restricted Use District. Both districts' purposes, among others, are to preserve the residential character and neighborhood-serving commercial uses of the neighborhood.

Land uses in the surrounding area include a mixture of retail, entertainment, hotel, residential, and office uses. Land uses adjacent to the project site include a six-story single-room-occupancy residential building (Ambassador Hotel) above ground-floor commercial uses to the north, an eight-story office building above ground-floor commercial uses across Mason Street to the east, a nine-story hotel (Hotel Metropolis) to the southeast, a two-story commercial building across Turk Street to the south (with frontage on Market Street), and a seven-story single-room-occupancy residential building (Dalt Hotel) above ground-floor commercial uses to the west.

The project site and most of the surrounding buildings are within the Uptown Tenderloin National Register Historic District (District). The District is a high-density residential area characterized by a variety of multiple-story commercial, residential, hotel, and institutional buildings dating from 1906 to the 1930s, with a few newer, non-contributory buildings. The character-defining features of the District include a building type with 3–7 stories, multi-unit apartment or hotel use, and façades of brick or reinforced concrete. Buildings rise continuously straight up from the sidewalk and occupy the entire width of the lots. Refer to Section E.4 Cultural and Paleontological Resources for a further description of this District.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

San Francisco Planning Code

The *San Francisco Planning Code (Planning Code)*, which incorporates the City's Zoning Maps, 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 (1) the proposed project conforms to the *Planning Code*, (2) allowable exceptions are granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the proposed project.

Uses

The project site is within a C-3-G Use District. This district covers the western portions of downtown and is composed of a variety of uses: retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. The C-3-G Use District ~~permits the maximum density ratio of one dwelling unit for each 125 sf of lot area~~ **does not have residential density controls**. The project site is 14,220 square feet and the proposed project includes ~~109~~ **155** dwelling units, which equates to one dwelling unit for each ~~130~~ **92** sf of lot area. The C-3-G Use District permits retail business or personal service establishment, such as the retail space included in the proposed project. Therefore, the proposed project would be consistent the uses allowed in the C-3-G Use District.

Height and Bulk

The project site is located in a 120-X Height and Bulk District. The proposed new building would be 120 feet in height with ~~a mechanical penthouse extending above the roof slab an additional 11 feet (131 feet in height)~~ **an enclosed recreational(fitness) space** and ~~a~~ penthouse elevators extending above the roof slab an additional ~~20~~ **12 to 14** feet (~~140~~ **132 to 134** feet in height). Although these additional features would extend above 120 feet, these features are exempt per *Planning Code* Section 260(b). The "X" Bulk District does not have bulk limitations for sites at this Height District. Thus, the proposed project would comply with the 120-X Height and Bulk District limits.

Floor Area Ratio

The basic FAR allowed for the project site is 85,314 gsf, which can be increased to 127,971 gsf through the Transfer of Development Rights. The proposed project would consist of a new

~~112,600~~ **114,118** gsf building, by seeking a Transfer of Development Rights to increase the FAR at the project site.

Exceptions to Section 309 Review

The proposed project would seek a Downtown Project Authorization (Section 309 of the *Planning Code*), including exceptions for rear yard (Section 134 of the *Planning Code*), ground-level wind currents (Section 148 of the *Planning Code*), and residential ~~accessory parking~~ **off-street freight loading** (Section ~~151.1(f)~~ **152.1** of the *Planning Code*).

Planning Code Section 134 requires that any building containing a dwelling unit in a Downtown Commercial District must provide a rear yard equal to 25 percent of the total lot depth at all residential levels. The proposed project does not provide a rear yard that complies with this Code requirement, and as such, requires a rear yard exception under *Planning Code* Section 309. A 309 exception may be granted so long as the “building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided.”

Planning Code Section 148 requires that new construction in Downtown Commercial Districts will not cause ground-level wind currents to exceed pedestrian comfort levels. This standard requires that wind speeds not exceed 11 miles per hour in areas of substantial pedestrian use for more than 10 percent of the time year round, between 7:00 AM and 6:00 PM. The requirements of this Section apply either when preexisting ambient wind speeds at a site exceed the comfort level and are not being eliminated as a result of the project, or when the project may result in wind conditions exceeding the comfort criterion. Exceptions from the comfort criterion may be granted through the 309 process, but no exception may be granted where a project would cause wind speeds at the site to reach or exceed the hazard level of 26 mph for a single hour of the year. The existing conditions at the project site indicate that 19 of the 41 test points exceed the *Planning Code*’s comfort criterion. A Section 309 exception is being sought because with the proposed project, 24 of the 45 test locations were found to meet or exceed the *Planning Code*’s comfort criterion. Refer to Section E.8, Wind and Shadow, for further information about the analysis.

Planning Code Section ~~151.1~~ **152.1** **requires that projects in the C-3 District that include the addition of 100,000-200,000 sf of residential space must provide one off-street freight loading space within the project. Although the proposed project includes two service vehicle spaces in the below-grade garage, it does not include a standard-sized loading space, and** therefore, a parking exception is required under *Planning Code* Section 309. A 309 exception may be granted so long as additional findings outlined in Section ~~151.1-161(f)~~ can be made by the Planning Commission.

Variance

The proposed project is requesting a variance for exposure (Section 140 of the *Planning Code*). *Planning Code* Section 140 requires at least one room within every dwelling unit to face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the *Planning Code*, or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and at the floor immediately above it, with an increase of

five feet in every horizontal dimension at each subsequent floor. The proposed dwelling units that face onto Turk and Mason Streets comply with this requirement; however, the proposed two dwelling units that face west toward the rear courtyard at the eleventh and twelfth floors, as well as all of the proposed dwelling units that face toward the rear courtyard (that do not also have exposure onto Turk or Mason streets) at the sixth tenth floor and below (59 units) do not comply with this requirement. A variance from Section 140 is being sought as part of this proposed project.

Plans and Policies

San Francisco General Plan

The *San Francisco General Plan (General Plan)*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies and objectives for the physical development of the City. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed 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.

Proposition M – The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the topics of the Evaluation of Environmental Effects addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 4a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 3a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation).

Prior to issuing a permit for any project that 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 that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies.

As noted above, the compatibility of the proposed project with *General Plan* objectives and 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. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Regional Plans and Policies

The five principal regional planning agencies and their over-arching policy-plans to guide planning in the nine-county bay area include the Association for Bay Area Governments' (ABAG) *Projections 2009*, the Bay Area Air Quality Management District's (BAAQMD's) *Bay Area 2010 Clean Air Plan (2010 Clean Air Plan)*, the Metropolitan Transportation Commission's Regional Transportation Plan – Transportation 2035, the San Francisco Regional Water Quality Control Board's San Francisco Basin Plan, and the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*. Due to the size and nature of the proposed project, no anticipated conflicts with regional plans would occur.

Required Approvals by Other Agencies

See pages 12 and 13 for a list of required approvals.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

<input type="checkbox"/> Land Use	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology and Water Quality
<input checked="" type="checkbox"/> Cultural and Paleo. Resources	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards/Hazardous Materials
<input type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural and Forest Resources
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Significance

This Initial Study examines the proposed project to identify potential effects on the environment. For each item on the Initial Study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the Initial Study Checklist that have been checked "Less than Significant Impact with Mitigation Incorporated," "Less than Significant Impact," "No Impact" or "Not Applicable," indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that issue. A discussion is included for those issues checked "Less than Significant Impact with Mitigation Incorporated" and "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "No Impact" or "Not Applicable" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis 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 proposed project both individually and cumulatively. The items checked above have been determined to be "Less than Significant with Mitigation Incorporated."

SENATE BILL 743 AND PUBLIC RESOURCES CODE SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014.³ Among other provisions, SB 743 amended CEQA by adding Public Resources Code Section 21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas.⁴

³ SB 743 can be found on-line at: http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

⁴ A "transit priority area" is defined in as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco Transit Priority Areas can be found on-line at: <http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>.

Aesthetics and Parking Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project meets each of the above three criteria and thus, this Initial Study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.⁵

Public Resources Code section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department’s methodology related to design and historic review.

The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this Initial Study presents parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis in Section E.4, Transportation and Circulation.

⁵ San Francisco Planning Department, “Transit-Oriented Infill Project Eligibility Checklist,” Mason and Turk Street Residential Mixed-Use Project, Case No. 2012.0678E, March 31, 2014. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact LU-1: The proposed project would not physically divide an established community. (Less than Significant)

The proposed project would construct a new building on an existing parking lot. All construction would occur within the existing lot boundaries of the project site and would not interfere with or change the existing street plan nor impede the passage of persons. Therefore, the proposed project would not physically divide an established community and impacts are considered less than significant.

Impact LU-2: The proposed project would be consistent with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would not substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result (see Section C. Compatibility with Existing Zoning and Plans). Environmental plans and policies are those, like the *2010 Clean Air Plan*, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not substantially conflict with any such adopted environmental plan or policy and this impact would be less than significant.

Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the project's vicinity. (Less than Significant)

The project site is currently developed with a surface parking lot that serves the adjacent Hotel Metropolis. Land uses in the vicinity include a mixture of high-density retail, entertainment, and hotel, residential, and office uses. The proposed project would construct a new building consisting of residential and ground-floor commercial uses on the existing parking lot. While the proposed project would result in an intensification of use on the existing lot, the land use would not be out of character with the residential and mixed-use buildings that are typically found in the project vicinity. The proposed project would include land uses permitted and already

existing within the project vicinity. Therefore, the proposed project would not have a substantial impact regarding the existing character of the project's vicinity. Refer to Section E.3 Cultural and Paleontological Resources for a further description of this historic district and nearby historic resources.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future project in the vicinity of the project site, would result in less-than-significant cumulative impacts to land use. (Less than Cumulatively Considerable)

Cumulative land use projects in the vicinity of the project site consist of conversion of existing buildings to other uses (Proposed 229 Ellis Street,⁶ conversion of a vacant bath house to mixed-use residential) and construction of new buildings (Proposed 351V Turk Street and 145 Leavenworth Street,⁷ construction of two new residential buildings on existing parking lots; Approved 121 Golden Gate Avenue, demolition of an existing building and construction of a new senior residential building;⁸ Approved 180 Jones Street/181 Turk Street, construction of a new residential building on an existing parking lot;⁹ and Approved 168 Eddy Street, construction of new affordable residential building on an existing parking lot¹⁰). The proposed projects would result in noticeable physical change to the surrounding area in terms of increasing the number of persons in the surrounding area, within the vicinity of the project site. Although these changes would result in a more dense urban fabric, they would not alter the overall mix of retail, entertainment, and hotel, residential, and office uses in the area and they would not result in physical division of the established community. Some projects would require modifications, variances, or exceptions to *Planning Code* requirements or *General Plan* land use designations. The Proposed 5M Project (925 Mission Street),¹¹ while a major project in its own right, would occur in a different neighborhood (SoMa), on the opposite side of major thoroughfares (Market Street and Mission Street), and would not combine with the proposed project in any substantial way to alter the project site neighborhood character.

Given that the proposed project and uses would occur within the boundaries of the existing lot lines, no physical barriers to movement through the community would occur, and the proposed project would not substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result. Thus, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable land use impact.

⁶ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2009.0343.

⁷ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.1531.

⁸ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2005.0869.

⁹ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2005.0267.

¹⁰ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2007.1342.

¹¹ This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2011.0409.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth in San Francisco, either directly or indirectly. (Less than Significant)

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 would not be implemented. Implementation of the proposed project would remove an existing parking lot and construct a new mixed-use building with up to ~~109~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space. The proposed project would therefore directly increase population and employment at the project site and contribute to anticipated population growth in both the neighborhood and citywide context.

The 2010 US Census reported a population of 805,235 residents in the City and County of San Francisco, and a population of 5,335 residents within 2,205 occupied housing units in Census Tract 125.01, which includes the project site and its immediate vicinity.¹² The population of Census Tracts generally within the Downtown/Civic Center neighborhood is approximately ~~33,896~~ 39,231 residents, within 21,769 occupied housing units.¹³ Based on an average household size for Census Tract 125.01 of 2.42 persons per household, the addition of ~~109~~ 155 dwelling units would increase the population at the project site by approximately ~~264~~ 375 residents. This would

¹² United States Census 2010, "2010 Census Interactive Population Search." Available online at: <http://www.census.gov/2010census/popmap/>. Accessed November 13, 2013. Census Tract 125.01 is irregularly shaped and is generally bound by Powell Street to the east, Ellis Street between Powell Street and Taylor Street to the north, Turk Street between Taylor Street and Leavenworth Street to the north, Market Street to the south, and Leavenworth Street to the west.

¹³ United States Census 2010. Census Tracts 120, 121, 122.01, 122.02, 123.01, 123.02, 124.01, 124.02, 125.01, and 125.02 were included in this calculation, in the area generally bound by Bush Street to the north, Powell Street to the east, Market Street to the south, and Van Ness Avenue to the west.

represent a residential population increase of approximately ~~0.03~~ 0.05 percent citywide, ~~0.8~~ 1.0 percent within the Downtown/Civic Center neighborhood, and ~~4.72~~ 7.02 percent within Census Tract 125.01. This increase in the number of residential units on the project site is not considered to be substantial. Therefore, implementation of the proposed project would not directly induce substantial population growth and would not indirectly induce substantial population growth in the project area, as it would not involve any extensions to area roads or other infrastructure.

The proposed project would also introduce commercial activity and employment to the site, estimated at approximately ~~seven~~ eight employees.¹⁴ This minor increase in employment would not generate a substantial demand for additional housing in the context of Citywide employment growth.

While the proposed project would increase population at the project site, compared to the existing conditions, project-specific population impacts would not be significant relative to the number of area-wide residents and employees in the project vicinity. Overall, the increase in housing and employment would be less than significant in the context of the expected increases in the population of San Francisco. The proposed project would not directly or indirectly induce substantial population growth in San Francisco and would result in a less-than-significant population impact.

Impact PH-2: The proposed project would not displace existing housing units or substantial numbers of people, or create demand for additional housing, necessitating the construction of replacement housing. (Less than Significant)

The project site consists of a parking lot used by the adjacent Hotel Metropolis and includes no residents. Therefore, no residential, employee, or housing unit displacement would result from the proposed project. Assuming that some of these employees would be new to the region, the increase of ~~seven~~ eight employees could result in a small increase in demand for additional housing. However, the number of such employees would be very small compared to the total population and the available housing stock in San Francisco and the Bay Area and would not necessitate the construction of new housing. The proposed project would result in less-than-significant impacts related to the displacement of people or creation of demand for additional housing.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to population and housing. (Less than Significant)

As described above, the proposed project would not induce substantial population growth or have significant physical environmental effects on housing demand or population. The approved and proposed projects identified in Impact C-LU-1 within Census Tract 125.01 combined would

¹⁴ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix C, Table C-1. An employment factor of 350 gsf per employee is used for general retail uses.

add approximately 594 new residents within 298 dwelling units into the area.¹⁵ In addition, since commencement of the environmental analysis,¹⁶ three other proposed projects within Census Tract 125.01 have filed Environmental Evaluation Applications with the Planning Department. Combined, these three projects would add 2,014 new residents within 832 dwelling units into Census Tract 125.01.¹⁷ Overall, these approved and proposed projects (including the proposed project) would add 2,983 new residents within 1,285 dwelling units into Census Tract 125.01, which would represent a residential population increase of 55.9 percent and an occupied dwelling unit increase of 58.3 percent. These proposed projects would be required to pay an affordable housing in-lieu fee or provide percentage of the total number of units either on-site or off-site as affordable units.

Over the last several years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, the Association of Bay Area Governments (ABAG) projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*. The jurisdictional need of San Francisco for 2014 – 2022 is 28,869 dwelling units consisting of 6,234 dwelling units within the very low income level (0 – 50 percent); 4,639 within the low income level (51 – 80 percent); 5,460 within the moderate income level (81 – 120 percent); and 12,536 within the above moderate income level (120 percent plus).¹⁸ These numbers are consistent with the development pattern for the region’s Sustainable Communities Strategy, *Plan Bay Area*, a state-mandated, integrated long-range transportation, land use, and housing plan.¹⁹ As part of the planning process for *Plan Bay Area*, San Francisco identified Priority Development Areas, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. Census Tract 125.01 was identified within a Priority Development Area. Therefore, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the area, it would not induce substantial population growth, as this population growth has been anticipated. Furthermore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects would not result in substantial numbers of housing units or people displacement as the majority of the approved and proposed projects would demolish vacant buildings and/or construct new buildings on surface parking lots.

¹⁵ Assumes 2.42 persons per household for 229 Ellis Street (18 dwelling units), 180 Jones Street/181 Turk Street (37 dwelling units), and 168 Eddy Street (153 dwelling units). Assumes 1.00 person per household for 121 Golden Gate Avenue (90 senior dwelling units).

¹⁶ For this project, the commencement of environmental analysis is considered at the time of the “Notification of Project Receiving Environmental Review” was sent, which was February 4, 2013.

¹⁷ Assumes 2.42 persons per household for 950 Market Street, Case File 2013.1049 (316 dwelling units); 1028 Market Street, Case File 2014.0241 (186 dwelling units), and 1066 Market Street (330 dwelling units).

¹⁸ Association of Bay Area Governments (ABAG), *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*, July 2013. This document is available online at http://www.abag.ca.gov/planning/housingneeds/pdfs/2014-22_RHNA_Plan.pdf, accessed August 15, 2014.

¹⁹ Metropolitan Transportation Commission and ABAG, *Plan Bay Area*, July 2013. This document is available online at <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>, accessed August 15, 2014.

For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable population and housing impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Historic Architectural Resources

The following summarizes historic architectural resources in the area based on reports completed prior to and for the analysis of potential impacts for the proposed project. These reports, including the National Register nomination for the Uptown Tenderloin Historic District, a Historic Resource Evaluation (HRE) report and a revised HRE prepared by Richard Brandi, and a Historic Resource Evaluation Response (HRER) and a revised HRER prepared by the Planning Department,²⁰ are discussed and summarized below.

Uptown Tenderloin National Register Historic District

In May 2008, historians Michael R. Corbett and Anne Bloomfield prepared a National Register nomination form for the Uptown Tenderloin Historic District (District). Corbett and Bloomfield found that the area contains an eligible historic district that is significant for listing in the National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR)

²⁰ Richard Brandi, *Historic Resource Evaluation, Proposed 19-25 Mason Street Project*, March 28, 2014, Richard Brandi, Final Historic Resource Evaluation, Proposed 19-25 Mason Street Project, February 17, 2015. Michael Corbett and Anne Bloomfield, *National Register Nomination for Uptown Tenderloin Historic District*, May 2008. San Francisco Planning Department, *19-25 Mason Street, Historic Resource Evaluation Response*, April 14, 2014. San Francisco Planning Department, 19-25 Mason Street, Revised Historic Resource Evaluation Response, March 9, 2015. These documents are on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

under Criterion A/1 in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change. As a distinctive residential area it is also associated with commercial activity, entertainment, and vice culture. In addition, the district was found to be significant under National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) Criterion C/3 in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers. Predominantly hotels and apartments, the District also includes non-residential building types associated with life in the neighborhood. The District is significant at the local level for the period 1906-1957. The District was listed in the National Register on February 5, 2009 and is recognized by the San Francisco Planning Department as a historic district for the purposes of CEQA review.

The project site and most of the surrounding buildings are within the District. The District boundaries are irregular and are generally defined as: Mason and Taylor Streets to the east, Geary Boulevard to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south; thus the project site is located at the eastern edge of the District. The District comprises 18 whole and 15 partial city blocks and 477 total buildings and sites, of which 410 and 67 are considered as contributing and non-contributing resources to the District, respectively. Properties were considered contributing if they were built during the period of significance and relate to the significance and character defining features identified for the District (see below). Resources were considered non-contributing if they were built or substantially altered after the period of significance or are vacant lots or other visual intrusions in the district. The project site block (block 0340) contains 12 district contributors and five non-contributing vacant lots or parking lots, including the project site. The project site is adjacent to three district contributors: 2-16 Turk Street (Hotel Metropolis, 10 stories), 34-48 Turk Street (Dalt Hotel, 7 stories), and 35-65 Mason Street (Ambassador Hotel, 6 stories). Adjacent contributors display the character-defining features described below and are some of the tallest district contributors due to the proximity of the subject block to Market Street. The Hotel Metropolis (2-16 Turk Street) is also listed as a Category I (Significant) property under Article 11 of the Planning Code and thus is also considered an individual historic resource.

The District is formed around its predominant building type: a three-to-seven-story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire District was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details. Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition there are a few building types that are not directly related to the residential neighborhood: machine shops, office buildings, union halls, and film exchanges. While not necessarily related to residential life, the union halls (for example, those serving waitresses and musicians) and the film exchanges are related to the overlay of entertainment businesses in around the neighborhood.

The character defining exterior features of the District (i.e., physical features that enable the district to convey its historic identity) are described in Table 1, below.

**TABLE 1
UPTOWN TENDERLOIN NATIONAL REGISTER HISTORIC DISTRICT CHARACTER DEFINING
FEATURES**

Exterior
<ul style="list-style-type: none"> • Three- to-seven-story building height; • Buildings occupy entire width of lot creating a continuous street wall; • Building types: multi-unit apartments, hotels, or apartment-hotels, as well as other building types that support residential life, including institutional and commercial uses; • Constructed of brick or reinforced concrete; • Clear articulation of three-part vertical building composition of articulated base, shaft and prominent overhanging cornice; • Punched double-hung wood-sash or casement windows with transoms; • Projecting angled or curved bay windows; • Prominent fire escapes on primary facades; • Elaborately detailed residential entrances; and • Other decorative features: segmented arches, iron window lintels, brick or stucco facings, molded galvanized iron, terra cotta or cast concrete features, sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses, engraved or painted signs and bronze plaques.

Archeological Resources

A preliminary review for potential impacts to archeological resources was conducted for the proposed project.²¹ The following setting information and analysis below relies on the information provided in the preliminary review.

Assessors Block 340, Lot 002, which fronts on Mason Street, is covered by a 7.5-to-9.5-inch thick reinforced concrete slab underlain by approximately 14 feet of void space with a concrete slab at the bottom of void space. Assessors Block 340, Lots 005 and 006, which fronts on Turk Street, is covered by concrete pavement underlain by approximately 10-12 feet of artificial fill with a concrete slab at the bottom of the fill. Native dune sand is present beneath the void space for Lot 002 (14 feet bgs) and the fill for Lots 005 and 006 (10-12 feet bgs) to approximately 22 feet bgs. Below this depth, the Colma formation is present. Both the native dune sands and the top several feet of the Colma formation, approximately 10-25 feet bgs within the project site, are sensitive for prehistoric archeological resources and therefore, there is the potential for the presence of significant prehistoric archeological deposits within the project site.

No prehistoric sites have been recorded in the project vicinity north of Market Street. However, several prehistoric sites are located nearby on the southern side of Market Street. The nearest

²¹ Allison Vanderslice, *Environmental Planning Preliminary Archeological Review: Checklist for 19-25 Mason Street/2-16 Turk Street*, September 17, 2013. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

prehistoric site was recorded roughly between 10.5 to 15.7 feet bgs. Based on a review of early 1850s US Coast Survey maps, the project area is in a similar terrain as those nearby prehistoric sites. During this era, the project area was on a relatively flat area approximately 40 feet above sea level and surrounded by sand dunes north of the marshes of Mission Bay.

Historically, the project area was not improved with more than a path before 1869. By 1887, dwellings and a saloon (Lot 002), a drug store with a doctor's office above (Lot 005), and a store and a saloon (Lot 006) were present on the project site. Post-1906 earthquake and fire development of the project site resulted in several buildings with basements that disturbed the majority of the project site to approximately 9 to 14 feet bgs, as evidenced by the concrete slabs encountered during geotechnical investigations. These buildings were demolished in the 1950s and the project site has been used as a parking lot since the 1960s.

Paleontological Resources

Paleontological resources consist of the fossilized remains of plants and animals. Of the sedimentary deposits identified above in the Archeological Resources section, the Colma Formation is the only deposit within the project site that is sensitive for paleontological resources that has the potential to be disturbed by proposed project activities. The Colma Formation consists of Pleistocene-age sand, silty sand, and sandy clay deposits that are of both marine and nonmarine origin. According to the investigations conducted for the California Pacific Medical Center Long Range Development Plan EIR, the Colma formation is considered paleontologically sensitive because sources suggest that the location of some recorded Rancholabrean-age fossils could be correlated with the Colma formation.²²

Impact CP-1: During construction, the proposed project's activities would result in groundborne vibration that could structurally impact and materially impair nearby historically significant buildings. (Less than Significant with Mitigation)

Typically, groundborne vibration generated by activities attenuates rapidly with distance from the source of the vibration. Structures, especially older masonry structures, are sensitive to groundborne vibration. Groundborne vibration can cause movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings.

Several different methods are used to quantify vibration, of which peak particle velocity (PPV) is most frequently used to describe vibration impacts on buildings. PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The Federal Transit Administration (FTA) significance criteria for non-engineered timber and masonry buildings is a PPV of 0.2 or greater and for engineered concrete and masonry buildings is a PPV of 0.3 or greater.²³

²² San Francisco Planning Department, *California Pacific Medical Center, Long Range Development Plan Draft EIR*, July 21, 2010, Chapter 4.4. This project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2005.0555E.

²³ Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006, Table 12-3.

Of the various construction equipment that generates vibration, vibrating pile drivers are associated with the greatest vibration levels. Other construction equipment that generates vibration includes clam shovel drop, bulldozers, jackhammers, and loaded trucks. Table 2 identifies the PPV at 25 feet and 82.5 feet of various pieces of typical construction equipment (note: at a distance of 100 feet, even the upper range vibration level from pile driving would be less than the FTA criteria of 0.2 PPV for structure damage).^{24, 25}

**TABLE 2
VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT**

Equipment	PPV at 25 feet (inches/second)	PPV at 82.5 feet (inches/second)
Impact Pile Driver (upper range)	1.518	0.265
Impact Pile Driver (typical)	0.644	0.113
Sonic Pile Driver (upper range)	0.734	0.132 ^a
Sonic Pile Driver (typical)	0.170	0.031 ^a
Clam shovel drop (slurry wall)	0.202	0.037
Hoe Ram	0.089	0.035
Large bulldozer	0.089	0.016
Loaded trucks	0.076	0.013
Jackhammer	0.035	0.006 ^a
Small bulldozer	0.003	0.001

Source: FTA, 2006, Table 12-2 and San Francisco Planning Department, *Western SoMa EIR*, 2012.

- a. An 82 percent reduction was assumed from the estimated PPV values at 25 feet, consistent with reductions taken for the other pieces of equipment as reported in the *Western SoMa EIR*.

The project site is within the Uptown Tenderloin Historic District and adjacent to or within 25 feet of the following contributors to the historic district: Hotel Metropolis (which is also identified as significant by Article 11 of the Planning Code), Ambassador Hotel, Dalt Hotel, and 141 Eddy Street. In addition, as mentioned in the setting, the project site is within the same block of other contributory buildings to the historic district. These adjacent and nearby buildings and other contributors to the historic district are commonly constructed of brick (masonry) or reinforced concrete, which could be susceptible to damage from vibration-related construction activities.

The proposed project would include excavation to a depth of approximately ~~18~~ 12 feet bgs for a reinforced mat foundation and to a depth of approximately ~~24~~ 18 feet bgs for an elevator pit and

²⁴ FTA, 2006, Table 12-2.

²⁵ San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project Final EIR (Western SoMa EIR)*, December 6, 2012, Section 4.F. This project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2008.0877E and 2007.1035E.

parking stacker pit. The geotechnical investigation conducted for the proposed project recommended a temporary shoring system with cantilevered ~~solider~~ soldier piles and timber lagging during construction.²⁶ Construction activities, including the use of heavy equipment near adjacent buildings and the installation of cantilevered soldier piles that could require the use of pile driving and other vibratory methods, could structurally impact and materially impair nearby historically significant buildings within 100 feet of the project site. This is considered a significant impact.

Mitigation Measures M-CP-1a and M-CP-1b would apply to any components of the proposed project resulting in ground-disturbing activities. These measures require, among other things, the project sponsor to set a performance standard for maximum vibration levels and use construction best practices to avoid vibration damages on adjacent and nearby historic buildings based on that performance standard. In addition, monitoring is required to document and remediate any damage to adjacent and nearby historic buildings caused by construction activities at the project site. With implementation of Mitigation Measures M-CP-1a and M-CP-1b, to which the project sponsor has agreed, the proposed project would result in less-than-significant vibration impacts to historical architectural resources.

Mitigation Measure M-CP-1a: Construction Best Practices for Historical Architectural Resources

The project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings (contributors to historic districts and/or individually significant), including, but not necessarily limited to:

- Using techniques in removal of the parking lot, excavation, shoring, and construction that create the minimum feasible vibration;
- Appropriately shoring excavation sidewalls to prevent movement of potentially affected buildings, as necessary;
- Underpinning of foundations of potentially affected buildings, as necessary;
- Restricting the use of heavy equipment within 10 horizontal feet from potentially affected shallow foundation and basement walls; and
- The installation of ~~solider~~ soldier piles shall implement pile driving technology with less groundborne vibration than impact drivers (e.g., such as pre-drilling of piles and sonic pile drivers), where feasible.
- The installation of ~~solider~~ soldier piles and other vibratory methods shall be restricted within 25 feet of existing potentially affected buildings or at distances set to meet the maximum vibration level(s) established by the requirements in Mitigation Measure M-CP-1b, whichever is more restrictive.

²⁶ Rockridge Geotechnical, *Geotechnical Investigation, Proposed Residential Building, 1-25 Mason Street, San Francisco, California*, October 29, 2012. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

Mitigation Measure M-CP-1b: Construction Monitoring Program for Historical Architectural Resources

The project sponsor shall undertake a monitoring program to minimize damage to nearby historic resource buildings (contributors to historic districts and/or individually significant) and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components: Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 100 feet of planned construction to document and photograph the buildings' existing conditions (e.g., crack survey). Based on the construction and conditions of the resource(s), the professional, in consultation with the Department of Building Inspection or qualified geotechnical engineer, if necessary, shall establish a maximum vibration level(s) that shall not be exceeded at each building, based on the existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 or 0.3 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard(s), the project sponsor shall monitor vibration levels at each surveyed building and shall prohibit vibration construction activities that generate vibration levels in excess of the standard(s).

Should vibration levels be observed in excess of the standard(s), construction shall be halted and alternative techniques put into practice, to the extent feasible. The professional shall conduct regular periodic inspections of each surveyed building during ground-disturbing activity on the project site. Should damage to the surveyed building(s) occur from construction activities on the project site, the surveyed building(s) shall be remediated to its' preconstruction conditions immediately following the conclusion of ground-disturbing activity on the project site.

Impact CP-2: The proposed project's new building would not cause a substantial adverse change in the significance of a historic district, Uptown Tenderloin Historic District, including the individual historic resource at 2-16 Turk Street. (Less than Significant)

The project site is currently used as a fenced-in surface parking lot for 54 vehicles, serving the adjacent Hotel Metropolis. The proposed project would include removal of the existing surface parking lot. The surface parking lot is identified as a non-contributor to the Uptown Tenderloin National Historic District (District). In addition, the project site is not identified as an individually significant historic resource pursuant to CEQA. Therefore, the proposed project would have no historic resource impact to the project site.

The proposed project would construct a new 12-story, 120-foot-tall (~~131 to 140 foot~~ 132-to-134-foot tall with above-roof structures), ~~112,600~~ 114,118 gsf building on the entirety of the existing surface parking lot. The height and massing of the new building is consistent with the overall scale of existing buildings within the District. Most contributing buildings in the District range in height from three to seven stories. Near Market Street and on corner lots, buildings rise higher than this average, including the Hotel Metropolis, currently the tallest building on the subject block at 10 stories. Existing buildings on the subject block range in height from 2 to 10 stories. The

proposed project involves the construction of a 12-story building that wraps around the Hotel Metropolis. The new building appears as ~~one~~ two story stories taller than the Hotel Metropolis due to the difference in floor-to-floor heights of the buildings. The upper ~~portion~~ two floors of the new building includes the following features that relate to the Hotel Metropolis: ~~an intermediate cornice between the 11th and 12th stories that relates to the~~ they reveal the prominent projecting cornice of the adjacent Hotel Metropolis, simplification of the wall treatment of the upper story, substantial setback, and change in material of the upper story to allow the top floors of the building to appear less prominently as the Hotel Metropolis when viewed from the street.

The recessed balconies at the third floor of the primary facades of the new building would provide visual separation between the base and shaft of the building. The new third story balconies would horizontally align with the height of the bases of the adjacent District contributors. The recessed balconies at the eighth (Mason Street) and ninth floors (Turk Street) of the new building provide visual separation between the shaft and top of the new building and references the heights of the adjacent District contributors to the north and west.

The District features a continuous street wall of similar buildings. The existing condition of the project site includes a surface parking lot that is seen as a visual intrusion to the District through gaps in the continuous street wall along both Mason Street and Turk Street. The proposed project would infill two large gaps in the street wall on both aforementioned streets and would provide greater continuity of the street wall in this portion of the District.

The new building would consist of ~~109~~ 155 residential dwelling units and ~~2,400~~ 2,825 sf of ground-floor retail. This type of building is consistent with the multi-unit apartments and other building types that support residential life, including commercial uses that are found in the District.

The proposed project would feature a series of vertically oriented window openings that reference the character-defining punched window openings seen throughout the District, but appear as a clearly contemporary interpretation of this feature. The openings provide some alignment with the window openings of adjacent District contributors to provide visual connection along the street wall.

The materials of the new building would be consistent with the character of existing materials in the District. The ~~pre-cast concrete~~ brick cladding ~~is neutral in color and~~ would be visually compatible with the predominant neutral stone materials found throughout the District. ~~Horizontally scored pre-cast concrete with a sandstone/brown finish would be used for the base to relate to the tradition of rusticated, differentiated bases of existing buildings in the District. A lighter shade of pre-cast concrete panels would be used for the upper stories to different the middle portion of the new building from its base.~~ The light colored brick at the base would differentiate the commercial ground floor from the upper levels and relate to the tradition of rusticated, differentiated bases of buildings in the District. Light colored brick would be used for the upper stories to further create a tripartite façade arrangement (base, middle, top). Contemporary materials such as painted aluminum and glass would be used for the storefront

detailing and would appear as compatible with the overall character of storefronts in the District. The top floor of the new building would be clad with ~~a dark gray painted aluminum composite material~~ **stone panels** that would allow this portion of the new building to appear as a separate element, but one that does not compete with the decorative over-hanging cornice of the adjacent Hotel Metropolis.

Overall, the proposed design is compatible with the overall massing, height, materials, composition and character of contributing buildings within the District and would not cause a significant impact to the District, including the individual historic resource at 2-16 Turk Street. As designed, the proposed project would not materially impair the significance of the District, including the individual historic resource at 2-16 Turk Street, and impacts are considered less-than-significant.

Impact CP-3: The proposed project would potentially cause a substantial adverse change in the significance of an archeological resource and potentially disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)

Subsurface construction for the proposed project would include a reinforced mat foundation to a depth of approximately ~~18~~ **12** feet bgs and an elevator pit ~~and parking stacker pit~~ to a depth of approximately ~~24~~ **18** feet bgs. The subsurface construction could potentially encounter and result in a change in the significance of an archeological resource, with potential anticipated archeological resources being prehistoric resources, and the low possibility of disturbing human remains, within the native sand dunes and top of the Colma formation between approximately 10 and 24 bgs. This is considered a potentially significant impact.

Mitigation Measure M-CP-3 would apply to any components of the proposed project resulting in soils disturbance of ten feet or greater below the ground surface. This measure requires, among other things, the project sponsor to prepare an archeological monitoring plan. With implementation of Mitigation Measure M-CP-3, to which the project sponsor has agreed, the proposed project would result in less-than-significant impacts to archeological resources.

Mitigation Measure M-CP-3: Archeological Resource Monitoring

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension

of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring plan (AMP). The archeological monitoring plan shall minimally include the following provisions:

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

Consultation with Descendant Communities: On discovery of an archeological site²⁷ associated with descendant Native Americans or the Overseas Chinese an appropriate

²⁷ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

representative²⁸ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.

²⁸ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and the ERO and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft 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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Impact CP-4: The proposed project could result in damage to, or destruction of, as-yet unknown unique paleontological resource or site or unique geologic feature. (Less than Significant-with Mitigation)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geological formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable, and impact sensitive scientific and educational resource. No unique geologic features exist at the project site.

Excavation and foundation work resulting from the proposed project would not be expected to adversely affect paleontological resources. Subsurface construction for the proposed project would include a reinforced mat foundation to a depth of approximately 18 ~~12~~ feet bgs and an elevator pit and parking stacker pit to a depth of approximately 24 ~~18~~ feet bgs. At approximately 22 feet bgs, the Colma formation is present, which could contain paleontological resources. The proposed project has been designed such that ~~Because~~ project excavation would not be expected to affect soils ~~to~~ at this depth. Therefore, the proposed project ~~could~~ would not affect geologic units that might contain paleontological remains or trace of paleontological remains. ~~This is considered a potentially~~ and impacts are considered less-than-significant impact.

~~Mitigation Measure M-CP 4 would apply to any components of the proposed project resulting in soils disturbance of 22 feet or greater below the ground surface. This measure requires, among other things, the project sponsor to hire a qualified paleontologist to train construction personnel regarding the possibility of encountering fossils and the steps that shall occur if fossils are encountered. With implementation of Mitigation Measure M-CP 4, to which the project sponsor has agreed, the proposed project would result in less than significant impacts to paleontological resources.~~

Mitigation Measure M-CP 4: Paleontological Resource Accidental Discovery

~~Based on the reasonable potential that paleontological resources may be present within the project site at excavation depths within the Colma formation, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on paleontological resources. Before the start of any earthmoving activities, the project sponsor shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.~~

~~If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work near the find and notify the project sponsor and the San Francisco Planning Department. The project sponsor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines.²⁹ The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings.~~

²⁹ Society of Vertebrate Paleontology, "Conditions of Receivership for Paleontologic Salvage Collections (final draft)," 1996, *Society of Vertebrate Paleontology News Bulletin* 166:31-32.

~~Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.~~

Impact C-CP-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse change in the significance of a historic district, Uptown Tenderloin Historic District. (Less than Significant)

As stated above, the proposed project would construct a new building within the Uptown Tenderloin National Register historic District (District). However, the proposed design is compatible with the overall massing, height, materials, composition and character of contributing buildings within the District and would not cause a significant impact to the District. Two other cumulative projects exist within the District (229 Ellis Street and 351V Turk Street and 145 Leavenworth Street), as identified within Section E.1 Land Use and Land Use Planning. However, those proposed projects would not demolish existing resources within the District and each will be evaluated for its impact on historic resources per the requirements of CEQA and the procedures for evaluation for historical architectural resources, including: (1) whether the project itself would have a direct impact on historic resources and (2) whether the project would impact the historic context of a particular resources and/or would have an incidental impact on nearby resources. For these reasons, the proposed project would not result in a cumulatively considerable impact on the District.

Impact C-CP-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse in the significance of an archeological or paleontological resources nor disturb human remains. (Less than Significant)

Project-related impacts on archeological or paleontological resources and human remains are site-specific and generally limited to the proposed project's construction area. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological or paleontological resources and human remains.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. The proposed project would not interfere with air traffic patterns. Therefore, topic 4c is not applicable.

A transportation study was prepared for the proposed project.³⁰ The following discussion relies on the information provided in the transportation study and revised transportation calculations.³¹

Setting

The project site is within the Tenderloin neighborhood near the intersection of Turk Street and Mason Street, one block north of Market Street. The project site is within the block bounded by Eddy Street to the north, Mason Street to the east, Turk Street to the south, and Taylor Street to the west. In the project site vicinity, Eddy Street runs one-way eastbound with two travel lanes and metered parking on both sides; Mason Street runs one-way southbound with two travel lanes and metered parking on both sides; Turk Street runs one-way westbound with two travel

³⁰ Stantec Consulting Services, *19-25 Mason Street Transportation Study*, May 1, 2014. Stantec Consulting, *Erratum for the 19-25 Mason Street Transportation Study Final Report, February 20, 2015*. ~~This~~ These documents ~~is~~ are on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E!.

³¹ Wade Wietgreffe, "Revised Transportation Calculations – Mason and Turk Street Residential Mixed-Use Project, Case No. 2012.0678E!," March 13, 2015. This memorandum is on file and available for public review at the Planning Department, as part of Case File 2012.0678E!.

lanes and no parking on either side;³² and Taylor Street runs one-way northbound with three travel lanes and metered parking on both sides. None of these streets contain bikeways in the project site vicinity.³³ Adjacent to the project site, the width of the existing sidewalk on Turk Street is approximately 12 feet and the existing sidewalk width on Mason Street is approximately 15 feet. Pedestrian curb ramps are provided to cross intersections near the project site, except for pedestrians heading south across Turk Street from the west side of Mason Street. An existing 19-foot-wide curb cut on Turk Street is located adjacent to a Muni bus stop (see below) for vehicular access to the existing parking lot on the project site. An 86-foot-long passenger loading/unloading zone for the Metropolis Hotel is located to the east of the existing curb-cut on Turk Street. In addition, an existing 22-foot, six-inch wide curb cut is located along Mason Street for vehicular access to the existing parking lot on the project site.

Market Street runs two-way northeast-southwest with two lanes in each direction. Left turns for private vehicles from Market Street are prohibited in the study area. Bi-directional streetcar tracks run along the center lanes of Market Street between Fremont Street and Castro Street. One travel lane in each direction is reserved for buses only along various stretches of Market Street. Market Street is a major bicycle route (Route 50) within San Francisco that connects other bicycle routes. Within the study area, Market Street has a Class III bikeway. Market Street is also a major pedestrian route, with high volumes and wide sidewalks near the project site, especially closer to the Powell Street Muni/BART station.

The project site is well-served by public transit, with both local and regional service provided nearby. The Muni local service route 31 – Balboa operates on Eddy Street, Mason Street, and Turk Street. The Muni express, peak hour service route, 16X- Noriega also operates along Turk Street. Both of these Muni routes stop adjacent to the project site in a 120-foot-long Muni bus stop. The project site is approximately 400 feet from the Powell Street Muni/BART station, which serves all Muni Metro lines and BART. In addition, several other Muni lines stop near the project site along Market Street (e.g., 9L – San Bruno; 21 – Hayes; 71L – Haight-Noriega).

Approach to Analysis

Policy 10.4 of the Transportation Element of the *General Plan* states that the City will “Consider the transportation system performance measurements in all decisions for projects that affect the transportation system.” To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section describes the potential impacts that these rehabilitations and improvements could have on traffic, transit,

³² In early 2014, the San Francisco Municipal Transportation Agency removed parking from both sides of the Turk Street block between Taylor and Mason Streets. This parking removal was not accounted for in the project-specific transportation study, but is included in the analysis below.

³³ Bikeways are typically classified as Class I, II, or III bikeways. “Class I bikeways are bicycle paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles, while Class III bikeways are signed bicycle routes that allow bicycles to share streets or sidewalks with vehicles or pedestrians.” San Francisco Bicycle Plan FEIR, Volume 1, p. V.A.1-14. This document is one file and available for public review at the San Francisco Planning Department, as part of Case File 2007.0347E.

pedestrian, bicycle, loading, parking, and emergency vehicle circulation, as well as any potential transportation impacts related to construction of the proposed project. Parking is also discussed for informational purposes.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, nor would the proposed project conflict with an applicable congestion management program. (Less than Significant)

Trip Generation

Based on the *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*Transportation Guidelines*),³⁴ the proposed project would generate ~~1,288~~ 1,669 daily person-trips and ~~207~~ 273 daily vehicle-trips. During the PM peak hour, the proposed project would generate an estimated 195 PM peak hour trips, consisting of ~~39~~ 52 auto trips (or ~~34~~ 42 vehicle trips, which accounts for vehicle occupancy data), ~~94~~ 123 transit trips, ~~53~~ 69 walking trips, and ~~12~~ 9 other trips (other includes bicycle, motorcycle, taxi and additional modes). During the AM peak hour, the proposed project would generate an estimated ~~29~~ 36 vehicle trips.

Traffic

As set forth in the *Transportation Guidelines*, the Planning Department evaluates traffic conditions for the weekday PM peak hour conditions (between the hours of 4 PM to 6 PM), which typically represent the worse conditions for the local transportation network. In addition, for this analysis, weekday AM peak hour conditions (between the hours of 7 AM to 9 AM) were also evaluated for studied intersections along Market Street and Mission Street. As shown in Table 3, eight intersections were evaluated during the PM peak hour, of which four were also evaluated during the AM peak hour. Although the proposed project is estimated to generate ~~34~~ 42 PM peak hour vehicle trips and ~~29~~ 33 AM peak hour vehicle trips, these vehicle trips would not change the level of service (LOS)³⁵ at the intersections in the project vicinity, and would not be considered a substantial traffic increase to the existing capacity of the local street system.³⁶ Therefore, the proposed project's impact on existing vehicular traffic is considered less than significant.

³⁴ This document can be found here: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753>.

³⁵ Level of service (LOS) is a qualitative measure of an intersection's performance based on the average delay per vehicle. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups.

³⁶ A revised LOS analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour vehicle trips and the available capacity at the study intersections.

**TABLE 3
AM AND PM PEAK HOUR LEVEL OF SERVICE AND DELAY ANALYSIS**

Intersection	Existing				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Market/Mason/Turk	11.0	B	11.1	B	11.1	B	11.2	B
Market/6 th /Taylor	31.1	C	25.2	C	31.4	C	25.4	C
Market/5 th	16.0	B	17.0	B	16.0	B	17.0	B
Turk/Jones			13.6	B			13.6	B
Turk/Taylor			17.0	B			17.0	B
Eddy/Taylor			16.2	B			16.1	B
Eddy/Mason			14.4	B			15.0	B
Mission/5th	20.1	C	25.9	C	20.1	C	26.0	C

Source: Stantec, 2014

Delay is presented in seconds per vehicle.

LOS = Level of Service

Note: A revised LOS analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour vehicle trips and the available capacity at the study intersections. Therefore, this table has not been updated since publication of the PMND.

Other Traffic Issues

The proposed project would remove the existing curb cuts on Turk Street and Mason Street. The proposed project would include a new curb cut approximately 10 feet nine inches east of the existing Muni bus stop and the existing curb cut on Turk Street. The new curb cut would provide vehicular access into and out of the proposed project's at-grade and underground parking garage. During the PM peak hour, this driveway would serve ~~34~~ 42 vehicle trips (~~20~~ 27 inbound, ~~14~~ 15 outbound), which is equivalent to one vehicle entering or exiting the garage and crossing the sidewalk on average every one to two minutes during the peak hour and less frequently throughout the rest of the day. A queue could form on Turk Street as vehicles wait to access the parking garage if substantial pedestrian activity is occurring, but this queuing is not anticipated to occur frequently based on the limited number of proposed project-related vehicle trips. Given the relatively infrequent number of proposed project-related vehicle trips, the low traffic volumes along Turk Street, and that the proposed project would not include components that would obstruct traffic, the proposed project would have a less-than-significant impact on traffic operations or traffic hazards in the project vicinity. Potential conflicts with transit operations, passenger loading/unloading zone and pedestrians on Turk Street is further discussed below.

Although the proposed project would have less than significant traffic impacts, the project sponsor has agreed to the following improvement measures that could further reduce the less-than-significant impacts of automobile traffic on adjacent and area roadways.

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips

The project sponsor, property owner, or official designee of the development, should implement a Transportation Demand Management (TDM) Program that seeks to

minimize the number of single occupancy vehicle (SOV) trips generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including, walking, bicycling, transit, car-share, carpooling, and/or other modes.

The project sponsor has agreed to implement the following TDM measures:

- **Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco), or the TDM Coordination could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.
- **Provide Transportation and Trip Planning Information to Building Occupants:**
 - *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. A NextMuni digital screen on-site could be a way of detailing real-time Muni transit information.
 - *Current transportation information:* Provide ongoing local and regional transportation information and updates (e.g., up-to-date transit maps and schedules, maps of bicycle routes, internet links) for new and existing occupants.
 - *Ride Board:* Provide a “ride board” through which residents can offer/request rides, on the Homeowners Association website and/or lobby bulletin board.
- **Bicycles:**
 - *Signage:* Ensure that the points of access to bicycle parking through elevators on the ground floor (preferred location) and the garage ramp include signage indicating the location of these facilities.
 - *Tenant Cooperation:* Encourage commercial tenants to allow bicycles in the workplace by identifying a location within the commercial space or garage for bicycle storage.
 - *Safety:* Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-1b, Loading Monitoring and Queue Abatement.

- *Workshop:* The TDM Coordinator should provide information about and/or host a bike safety workshop conducted by a third party.
- *Parking:* In addition, the project sponsor should provide the following amounts of bicycle parking above the *Planning Code* requirements:
 - o ~~Eight additional Class 1 bicycle spaces in the ground floor bicycle room;~~
 - o ~~Eight additional Class 2 bicycle spaces in the basement level, next to parking stall #8; and~~
 - o As needed to meet demand, up to ~~48~~ 126 Class 1 bicycle spaces in the ~~ground floor 361 square foot storage room~~ on the below-grade level.
- **Car Share Access:** Ensure that points of access to car share spaces to building and non-building occupants are made convenient (e.g., signage from public right-of-way and internal lobbies).

TDM Program Monitoring

The project sponsor should collect data and make monitoring reports available for review by the Planning Department.

- **Timing:** Monitoring reports should be required to be submitted to City staff biannually (every two years) for four reporting periods. The first monitoring report is required one year after 80 percent occupancy of the units for the new building. Each trip count and survey (see below for definitions) should be completed with 90 days following the end of the applicable biannual reporting period. Each monitoring report should be completed within 180 days following the applicable biannual reporting period.
- **Components:** The monitoring report, including trip counts and surveys, should include the following components OR comparable alternative methodology and components as approved or provided by City staff:
 - *Trip Count and Intercept Survey:* Trip count and intercept survey of persons arriving and leaving the building for no less than two days of the reporting period between 6 AM and 8 PM. One day should be a Tuesday, Wednesday, or Thursday, and another day should be a Saturday.^{37, 38}
 - *Travel Diary or Stated Preference Survey:* The project sponsor should request in writing from City staff a one-week travel diary or stated preference survey (online or paper).³⁹ The one-week travel diary or stated preference survey should be distributed to residents and employees of the building to supplement the trip count and intercept survey data and be deemed complete with at least a

³⁷ The trip count and intercept survey shall be prepared by a qualified transportation or qualified survey consultant and the methodology shall be approved by the Planning Department prior to conducting the components of the trip count and intercept survey.

³⁸ An example of an appropriate trip count and intercept survey can be found in the University of California, Davis, *California Smart-Growth Trip Generation Rates Study*, March 2013, available online at: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>.

³⁹ An example of an appropriate travel diary and stated preference survey distributed are those found in the California Department of Transportation, *2010-2012 California Household Travel Survey Final Report*, June 14, 2013.

20 percent response rate. To encourage participation, the property manager/coordinator should provide an incentive (e.g., gift card, reduced rent or homeowner association fee, etc.).

- *Property Manager/Coordinator Survey:* The project sponsor should request in writing from City staff a survey (online or paper) that should be completed by property manager/coordinator to document which TDM Program were implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.).
- *Travel Demand Information:* The above trip count and survey information should be able to provide travel demand analysis characteristics as outlined in the SF Guidelines.⁴⁰
- *Assistance and Confidentiality:* City staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.

Improvement Measure I-TR-1b: Loading Monitoring and Queue Abatement

The project sponsor, property owner, or official designee of the development, should monitor and ensure recurring vehicle queues do not occur on Turk Street for the proposed off-street parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If recurring queuing occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as those listed in Improvement Measure I-TR-1a, including additional bicycle parking, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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

⁴⁰ City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, or subsequent updates, if applicable.

Loading

Pursuant to *Planning Code* Section 153, the proposed project would be required to supply one off-street loading space or two service vehicle spaces as substitutes per *Planning Code* Section 153(a)(6). Per the *Transportation Guidelines*, the proposed project would be expected to generate a total of approximately four daily delivery/service vehicle trips (three residential and one retail), which corresponds to a demand of less than one loading vehicle during the peak hour. The proposed project would provide two off-street loading service vehicles spaces, with an available vertical clearance height of ~~10~~ 11 feet, ~~six~~ four inches, thus, based on the size of moving vans and trucks expected to be generated by the proposed project and the typical size of other service vehicles (typically between 9-10 feet tall), the proposed loading space would be adequate to accommodate project-related loading activities on site. However, if larger trucks need to access the project site, loading activity could be conducted within convenient on-street loading zones. Three yellow curb (commercial loading) zones exist within 150 feet of the project site (two on Mason Street and one on Eddy Street) that could be potentially utilized for the loading and unloading activities on street. During field observations conducted for the transportation study, limited loading/unloading activity was observed in the vicinity of the project site, and it would be expected that the additional loading/unloading activities generated by the proposed project could be conducted within 150 feet of the project site. Therefore, given the limited amount of loading demand during the peak hour of loading activities, the provision of two proposed off-street service vehicles spaces, and the availability of convenient on-street loading zones, the proposed project would not create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians and the impact would be less-than-significant.

Although the proposed project would have less than significant loading impacts, the project sponsor has agreed to the following improvement measure, in addition to Improvement Measure I-TR-1b, that could further reduce these less-than-significant impacts on loading.

Improvement Measure I-TR-1c: Coordination of Move-In and Move-Out and Activities related to Large Trucks

To ensure that residential move-in and move-out activities do not impede traffic flow on Mason Street or Turk Street, move-in and move-out operations, as well as larger deliveries that cannot be accommodated by the off-street service vehicle spaces should be scheduled and coordinated through building management.

Construction

The proposed project's construction activities would last 18 months. During this period, temporary and intermittent transportation impacts would result in additional vehicle trips to the project site from workers and equipment deliveries, but these activities would be limited in duration. Construction material staging and storage, and parking for construction workers would be anticipated to occur on or directly in front of the project site. Construction vehicle trips during peak traffic flow (typically between 4:00 PM and 6:00 PM) would have a greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour. However, given the temporary and intermittent nature of the

construction activities, the proposed project's construction-related activities would not result in a significant impact to transportation.

Although the proposed project would have less than significant construction impacts, the project sponsor has agreed to the following improvement measures that could further reduce the less-than-significant impacts on construction.

Improvement Measure I-TR-1d: Non-Peak Construction Traffic Hours

To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, the contractor should restrict truck movements and deliveries to, from, and around the project site during peak hours (generally 7 to 9 AM and 4 to 6 PM,) or other times, as determined by San Francisco Municipal Transportation Agency and its Transportation Advisory Staff Committee.

Improvement Measure I-TR-1e: Construction Management

As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and automobiles at the Project site, the contractor should add certain measures to the required traffic control plan for Project construction. In addition to the requirements for the construction traffic control plan, the Project should include the following measures:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:
 - Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands.
 - Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
 - Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
 - Identifying a route(s) for construction-related trucks to utilize during construction.
 - Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.
 - Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures. Provide a project contact for such construction-related concerns.

Parking

As noted above, Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” The proposed project meets each of the above three criteria and thus, this Initial Study does not consider the adequacy of parking in determining the significance of project impacts under CEQA. Therefore, this analysis presents a parking demand, supply and requirements under the Planning Code analysis for informational purposes.

Parking conditions are not static, as parking supply and demand varies 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 changes over time as people change their modes and patterns of travel. 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 or other modes (walking and biking), would be in keeping with the City’s “Transit First” policy and numerous *General Plan* Policies, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter Article 8A, Section 8A.115, 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. 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, and thus choose to reach their destination by other modes (e.g., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that 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, would reasonably address potential secondary effects.

The parking demand for the proposed project was determined based on the methodology presented in the *Transportation Guidelines*. On an average weekday, the demand for vehicular parking would be ~~75~~ 190 spaces (~~69~~ 184 long-term for residential and six short-term for commercial). The proposed project would provide ~~55~~ 68 off-street vehicle parking spaces and ~~up to 120~~ 248 off-street bicycle spaces. Thus, as proposed, the project would have an unmet vehicular parking demand of ~~20~~ 122 spaces. In addition, the proposed project would displace an existing 54 space parking lot currently occupying the project site. During field observations for the transportation study, it was found that 53 vehicles were parked at the existing parking lot during a typical midday peak period. Thus, it is expected that the proposed project would have an unmet parking demand of about ~~73~~ 175 vehicular spaces (~~20~~ 122+53).

Based on occupancy surveys conducted for the transportation study, it was found that off-street vehicular parking within the study area is approximately 67 percent occupied during the weekday midday peak period (1:30 to 3:00 PM), with 938 off-street parking spaces available, and approximately 46 percent is occupied during the evening peak period (6:30 to 8:00 PM), with 1,439 off-street-parking spaces available.⁴¹ Therefore, during the daytime and evening time, off-street vehicular parking could be found by proposed project retail patrons, residential visitors, or Hotel Metropolis valet staff in the project vicinity (surrounded by O'Farrell Street, Jones Street, Mission Street, and Powell Street), if an unmet parking demand would occur. This unmet parking demand would cause an increase in competition for on-street and off-street parking spaces in the proposed project vicinity. However, the project site is well served by public transit and bicycle facilities, as mentioned above in the setting. In recognition of this accessibility, the project site is not required to provide any off-street vehicular parking per *Planning Code* C-3 requirements and off-street vehicular parking is limited to a maximum of ~~82~~ 116 off-street parking spaces.

It should be noted that the Planning Commission has the discretion to adjust the number of off-street parking spaces included in the proposed project, typically at the time that the project entitlements are sought. In many cases the Planning Commission does not support the parking ratio proposed by the project sponsor and the ratio is substantially reduced. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission does not support the provision of any off-street parking spaces.

Here, if no off-street parking spaces were provided, the proposed project would have an unmet demand of ~~128~~ 243 (~~75~~ 190 + 53) vehicular spaces. As mentioned above, the unmet parking demand of ~~73~~ 175 spaces could be accommodated by existing facilities, as could the unmet parking demand of ~~128~~ 243 spaces if no off-street parking is approved by the Planning Commission. Therefore, the unmet vehicular parking demand could be met by existing facilities and the project site is well-served by transit and bicycle facilities, as mentioned above.

Impact TR-2: The proposed project would not substantially increase hazards due to a design feature or incompatible uses. (Less than Significant)

The project site exists within a developed block of San Francisco that is currently a surface parking lot and the proposed project would construct a new building consisting of residential and ground-floor commercial uses in its place. No project design features are proposed that would substantially increase traffic-related hazards. In addition, as discussed in Section E.1, Land Use and Land Use Planning, the project does not include incompatible uses. Therefore, transportation hazard impacts due to a design feature or resulting from incompatible uses would be less than significant.

⁴¹ Note: the transportation study also evaluated the occupancy of on-street parking availability nearby. Assuming parking is no longer available on Turk Street on the project site block, on-street parking within the study area is approximately 61 percent occupied during the mid-day peak period, with approximately 179 on-street parking spaces available.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency access would remain unchanged from existing conditions. Emergency vehicles would continue to access the project site from either Turk Street or Mason Street. The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would have a less than significant impact on emergency access to the project site or any surrounding sites.

Impact TR-4: The proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Less than Significant)

Transit

As discussed above, the project site is well served by local and regional public transit. The proposed project would generate an estimated ~~94~~ **123** PM peak-hour transit person-trips which would be dispersed among the various transit lines within the project vicinity. To analyze potential impacts to these transit facilities, the maximum load points near the project site were identified and proposed project-generated transit trips were added and compared to the transit providers' capacity utilization standard. For Muni, the standard is 85 percent and for regional providers, the standard is 100 percent. With implementation of the proposed project, capacity utilization for all Muni screenlines and subcorridors as well as regional screenlines would continue to operate under their providers' capacity utilization standards.⁴²

The proposed project would remove an existing curb cut on Turk Street located adjacent to the existing Muni unsheltered bus stop for the 16X – Noriega and 31 – Balboa lines. The new curb cut for the proposed project's new driveway would be located approximately 10 feet nine inches east of the existing Muni bus stop. It is expected that there would be some conflicts with the vehicles exiting the proposed driveway and buses, but not to the extent that the operations of the buses would be significantly affected. In addition, the relocation of the Turk Street driveway would reduce vehicles and transit conflicts between Existing and Existing plus Project conditions. A high voltage catenary⁴³ exists along Turk Street that provides power for the 31-Balboa trolley coach line. Currently wires are attached to a trolley wire support pole on the Turk Street sidewalk adjacent to the project site. The new driveway would not substantially interfere with the Muni bus operations and the new building would not interfere with the existing trolley wire support pole, and therefore, impacts of proposed project on transit would be less than significant.

Although the proposed project would have less than significant transit impacts, the project sponsor has agreed to the following improvement measure that could be implemented to further reduce these less-than-significant impacts on transit.

⁴² A revised transit screenline analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour transit trips and the available capacity on the transit screenlines.

⁴³ Overhead electric cables that transmit electrical power to the buses.

Improvement Measure I-TR-4a: Installation of Eyebolts

As an improvement measure to reduce pole clutter on Turk Street, within one year after issuance of a building permit for the subject project, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether it would be appropriate to install eyebolts in the new building to support SFMTA's overhead wire system.

Bicycle Facilities

The proposed project would not substantially interfere with bicycle accessibility to the project site or adjoining areas because no bikeways exist along the project site's adjacent streets. Implementation of the proposed project could encourage more existing visitors to bring their bicycle to the project site as the proposed project would provide up to 120 248 new bicycle spaces, exceeding the requirements of Section 155.2 of the *Planning Code*. More persons bringing their bicycles to the project site would not create potentially hazardous conditions for bicyclists because Muni bus stops, sidewalks, and bikeways exist within close proximity of the project site and the roadways near the project site have low to moderate volumes, therefore visitors could walk their bicycles safely along sidewalks from nearby Muni bus stops or bikeways or ride along the roadways to the project site. Therefore, the proposed project would result in less-than-significant impacts related to bicyclists.

Although the proposed project would have less than significant bicycle impacts, the project sponsor may wish to consider the measures in Improvement Measure I-TR-1a that could be implemented to further reduce these less-than-significant impacts on bicycles.

Pedestrian Facilities

Pedestrian trips generated by the proposed project would include walking trips to and from the project site (~~53~~ 69 during the PM peak hour) as well as walking trips to and from local transit providers (~~91~~ 123 during the PM peak hour). These additional walking trips would not result in substantial overcrowding on nearby public sidewalks.

The proposed project would eliminate existing curb cuts on Mason Street and Turk Street and include a new ~~14 12-foot, eight-inch~~ wide curb cut approximately 10 feet nine inches east of the existing Muni bus stop and the existing curb cut on Turk Street. Pedestrian access to the proposed residential units would be from Mason Street. The proposed project's Mason Street retail space would have pedestrian access from the north side of the new residential lobby. The proposed project's Turk Street retail space would provide pedestrian access from Turk Street adjacent to the western side of the proposed new driveway. The elimination of the curb cut on Mason Street would reduce conflicts between vehicles and pedestrians as compared to existing conditions. The new curb cut on Turk Street would provide vehicular access into the proposed project's at-grade and underground parking garage. During the PM peak hour, this driveway would serve an estimated ~~34~~ 42 vehicle trips (~~20~~ 27 inbound, ~~14~~ 15 outbound), which is equivalent to one vehicle entering or exiting the garage and crossing the sidewalk on average every one to two minutes during the peak hour and less frequently throughout the rest of the day. Given the infrequent number of proposed project-related vehicle trips entering the new

driveway and the reduction in curb cut widths at the project site, the proposed project would not create potentially hazardous conditions to pedestrians.

Furthermore, the proposed project is an existing surface parking lot. The proposed project would replace the existing surface parking lot with a new building and would not include any components (e.g., sidewalk narrowing, roadway widening, removal of center medians) that would obstruct pedestrian accessibility to the site and adjoining areas. Therefore, the proposed project would have less-than-significant impacts to pedestrians. In addition, the proposed project would also retain required street lighting and provided new landscaping on Turk Street and Mason Street to be consistent with City's Better Streets Plan, which is a unified set of standards, guidelines, and implementation strategies to govern how the City designs, buildings, and maintains its pedestrian environment.

Although the proposed project would have less than significant pedestrian impacts, the project sponsor has agreed to the following improvement measure that could further reduce the less-than-significant impacts of pedestrians and Improvement Measure I-TR-1b to reduce conflicts with pedestrians.

Improvement Measure I-TR-4b: Pedestrian Improvements

As the improvement measure to improve accessibility for pedestrians in the project vicinity, within one year after issuance of a building permit for the subject project, the project sponsor should contact the San Francisco Municipal Transportation Agency in writing to fund a curb ramp for pedestrians heading south across Turk Street from the west side of Mason Street.

Impact C-TR-1: The proposed project, in combination of past, present, and reasonably foreseeable future project, would result in less-than-significant cumulative impacts to transportation. (Less than Significant)

The transportation study evaluated the transportation impacts of the proposed project under cumulative conditions, as follows.

Traffic

Future year 2040 cumulative traffic conditions were developed in order to assess the cumulative effects of the proposed project and other development that could occur through the year 2040. The 2040 traffic forecast for the study intersections were developed using the San Francisco County Transportation Authority travel demand model runs (CHAMP model version 4.3.0.3), with manual adjustments conducted by the transportation consultant to take into account recent network changes (e.g., Eddy Street and Ellis Street two-way conversions).

As shown in Table 4, in 2040 Cumulative Conditions (which includes the proposed project), with the exception of Mission Street and Fifth Street, the study area intersections would continue to operate at acceptable LOS. Therefore, no cumulative traffic impacts would occur at these intersections. It should be noted that at some of the study intersections the average delay per vehicle would remain constant or slightly decrease with the addition of project-related traffic. LOS is calculated based on an average of the total vehicular delay per approach, weighted by the

number of vehicles at each approach. Increases in traffic volumes at an intersection usually result in increases in the overall intersection delay. However, if there are increases in the number of vehicles at movements with low delays, the average weighted delay per vehicle may decrease.

**TABLE 4
AM AND PM PEAK HOUR LEVEL OF SERVICE AND DELAY ANALYSIS - CUMULATIVE**

Intersection	Existing				2040 Cumulative			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Market/Mason/Turk	11.0	B	11.1	B	10.8	B	14.8	B
Market/6 th /Taylor	31.1	C	25.2	C	39.8	C	22.4	C
Market/5 th	16.0	B	17.0	B	18.6	B	19.8	B
Turk/Jones			13.6	B			13.2	B
Turk/Taylor			17.0	B			16.8	B
Eddy/Taylor			16.2	B			15.7	B
Eddy/Mason			14.4	B			15.3	B
Mission/5th	20.1	C	25.9	C	28.6	C	>80	F (1.5 v/c)

Source: Stantec, 2014

Delay is presented in seconds per vehicle.

LOS = Level of Service

V/C = volume to capacity ratio

Intersections operating at LOS E or LOS F are shown in **bold**.

Note: A revised LOS analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour vehicle trips, the available capacity at most study intersections, and the minor contribution to PM peak hour vehicle trips at intersection above capacity. Therefore, this table has not been updated since publication of the PMND.

The increase in traffic volumes at the intersection of Mission Street and Fifth Street is attributed to the general future growth in the area and due to planned network changes in the area. At this intersection during the PM peak hour, the proposed project's contribution on 5th Street is two vehicles on both the southbound and northbound through movements.⁴⁴ The proposed project is not expected to add any contribution to the westbound through movement, which is the critical movement. Therefore the contribution to the overall intersection LOS F conditions under 2040 Cumulative conditions would not be cumulatively considerable.

Transit

Future year 2035 cumulative transit conditions were developed in order to assess the cumulative effects of the proposed project and other development that could occur through the year 2035. In 2035 Cumulative Conditions (which includes the proposed project), with the exception of the Geary subcorridor within the Northwest screenline, the capacity utilization for all Muni

⁴⁴ **A revised LOS analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour vehicle trips, the available capacity at most study intersections, and the minor contribution to PM peak hour vehicle trips at the intersection above capacity.**

screenlines and subcorridors as well as regional screenlines would continue to operate under their providers' capacity utilization standards. Therefore, no cumulative transit impacts would occur along these screenlines and subcorridors.

The contribution of the proposed project to 2035 Cumulative PM peak hour transit ridership on the Geary subcorridor was conducted to determine if it would have a significant contribution to this transit ridership. The proposed project would contribute one transit trip to the Geary subcorridor within the Northwest screenline, which would be less than 1.0 percent of total ridership, and would, therefore, not be a cumulatively considerable contribution. Therefore, the proposed project's contribution to the 2035 Cumulative conditions for transit would be less than significant.⁴⁵

Bicycle Facilities

Bicycle circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Bicycle trips throughout the City may increase under the cumulative scenario due to general growth. Bicycle trips generated by the proposed project in the project site vicinity would include bicycle trips to and from the project site. However, as stated in Existing plus Project Conditions, the proposed project would not create potentially hazardous conditions for bicyclists or otherwise interfere with bicyclist accessibility to the site and adjoining areas. Increases in the number of proposed project vehicle trips could increase some conflicts between bicyclists and the new vehicles (e.g., along Market Street), however these conflicts would not be considered significant. Considering the proposed project's growth with reasonably foreseeable future project and growth throughout the City, the cumulative effects of the proposed project on bicycle facilities would not be considerable. Furthermore, the proposed project would not add a conflict (e.g., new curb cut or loading zone) along a near or long-term project identified in the San Francisco Bicycle Plan. For the above reasons, the proposed project would result in less-than-significant cumulative bicycle-related transportation impacts.

Pedestrian Facilities

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Pedestrian trips throughout the City may increase under the cumulative scenario due to general growth. Pedestrian trips generated by the proposed project in the project site vicinity would include walk trips to and from the project site, plus walk trips to and from transit lines. However, as stated in Existing plus Project Conditions, the proposed project would not result in the overcrowding of sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Increases in the number of proposed project vehicle trips could increase some conflicts between pedestrians and the new vehicles; however these conflicts would be similar to existing conditions, given the location of the existing driveway and use as a parking lot.

⁴⁵ A revised transit screenline analysis for the proposed project's revisions since publication of the PMND was determined to be unnecessary because of the relatively small increase in PM peak hour transit trips, the available capacity on the transit screenlines, and the minor contribution to PM peak hour transit trips at the screenline above capacity.

Considering the proposed project's growth cumulatively with reasonably foreseeable future project and growth throughout the City, the cumulative effects of the proposed project would not be considerable. Furthermore, the Better Streets Plan recommends various pedestrian improvements in the project site vicinity that would further reduce the proposed project related pedestrian impacts in future Cumulative Conditions. Various pedestrian improvements for Downtown commercial streets include generous sidewalks, high levels of pedestrian amenities and distinctive, formal design treatments. For the above reasons, the proposed project would result in less-than-significant cumulative pedestrian-related transportation impacts.

Conclusion

As described above, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulatively considerable transportation and circulation impacts.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topics 5e and 6f are not applicable.

For a discussion of vibration impacts to nearby historic buildings, refer to topic 3a, above.

Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or be substantially affected by existing noise levels. (Less than Significant)

Substantial Permanent Increase in Ambient Noise Levels

Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential uses are common and generally accepted in urban areas. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3 decibel (dB) increase).⁴⁶ The proposed project consists of removal of an existing parking lot and new construction of a mixed-use building with up to ~~109~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space. The proposed project would generate ~~207~~ 273 daily vehicle trips near roadways with volumes that would not be doubled by the proposed project's vehicle trips.

The proposed project would include new fixed noise sources that would produce operational noise on the project site. The proposed heating, ventilation, and air conditioning equipment and the backup diesel generator⁴⁷ would be located on the rooftop. Operation of this equipment would be subject to the City's Noise Ordinance (Article 29 of the San Francisco Police Code). Section 2909 (a)(1) regulates noise from mechanical equipment and other similar sources on residential property. Mechanical equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 (d) states that no fixed noise source may cause the noise level measured inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 PM and 7 AM or 55 dBA between 7 AM and 10 PM with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The proposed project would be subject to and required to comply with the Noise Ordinance.

For the above reasons, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

Expose Persons to Noise Levels in Excess of Standards

Residential uses are considered noise sensitive uses because they may contain noise sensitive receptors, including children and the elderly. Residential development in noisy environments

⁴⁶ A decibel is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

⁴⁷ Although backup diesel generators are intended only to be used in periods of power outages, monthly testing of the backup diesel generator would be required.

could expose these sensitive receptors to noise levels in excess of established standards. The United States Department of Housing and Urban Development (HUD) has developed minimum national noise standards for land use compatibility. HUD considers noise levels below 65 dB as generally “acceptable,” between 65 dB and 75 dB as “normally unacceptable,” and in excess of 75 dB as “considered unacceptable” for residential land uses.⁴⁸ The California State Office of Planning and Research (OPR) has developed similar statewide guidelines.⁴⁹ OPR’s guidelines have largely been incorporated into the Environmental Protection Element of the *General Plan*.⁵⁰ In addition, the California Building Code and Title 24 of the California Code of Regulations have regulations to limit interior noise levels to 45 dBA L_{dn}.^{51,52} In instances where exterior noise levels exceed 60 L_{dn}, Title 24 requires an acoustical report to be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise requirements.

Ambient noise levels in San Francisco are largely influenced by traffic-related noise. Figure V.G-2 and Figure V.G-3 in the San Francisco 2004 and 2009 Housing Element EIR identifies roadways within San Francisco with traffic noise levels exceeding 60 L_{dn} and 75 L_{dn}, respectively. Most of San Francisco’s neighborhoods are currently affected by traffic noise levels exceeding 60 L_{dn}.

The project site is located along a street with modeled noise levels above 75 dBA L_{dn} (portions of Mason Street, Turk Street, and Market Street) and potential existing noise-generating land uses are nearby. Therefore, a noise analysis was prepared for the residential portion of the proposed project and the results are summarized below.^{53,54}

Noise level measurements were taken at the project site as part of the noise analysis. Long-term measurements (continuous measurements with 15-minute intervals) were made at an elevation 12 feet above the sidewalk adjacent to the project site at Mason Street and Turk Street between February 11th and 14th, 2013. These noise level measurement locations are near the proposed new building’s façade for the residential units. To account for the noise effect of Market Street on certain units of floors 6-12 of the proposed new building, the noise analysis utilized previous

⁴⁸ Code of Federal Regulations, Title 24, Part 51, Section 51.100 – 51.105.

⁴⁹ Office of Planning and Research, *State of California General Plan Guidelines*, October 2003.

⁵⁰ *San Francisco General Plan*, Environmental Protection Element, Policy 11.1.

⁵¹ dBA refers to the sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

⁵² L_{dn} refers to the day-night average level or the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

⁵³ Charles M. Salter Associates Inc., *Environmental Noise Study, 19-25 Mason Street/2-16 Turk Street, San Francisco, California, CSA Project Number: 13-0056*, March 21, 2013. This document is available for public review at the Planning Department, as part of Case No. 2012.0678E.

⁵⁴ **A new noise analysis was determined unnecessary because the revisions to the proposed project will not substantially affect the results of the noise analysis (i.e., the project still proposes a 12-story residential built to the property line along Mason and Turk streets).**

noise data collected for Market Street and mathematical modeling for the shielding of surrounding buildings.

The primary noise source in the area is transportation noise. Other potential noise-generating uses in the project vicinity are five bars, three night clubs, 13 restaurants, and three theatres. However, the noise from these uses would not be expected to be above the transportation noise levels. The calculated noise levels for the long-term measurements was 75 dBA L_{dn} at both Mason Street and Turk Street and the calculated maximum noise level measurements was between 71 and 107 dBA L_{max} .

Typical residential building construction will generally provide exterior-to-interior noise level reduction performance of no less than 25 dB when exterior windows and doors are closed. In this case, exterior noise exposure would need to exceed 70 dBA L_{dn} to produce interior noise levels in excess of the City's and Title 24's interior noise criterion (45 dBA L_{dn}). Given the calculated exterior noise level of 75 dBA L_{dn} along both project site frontages, the noise analysis provided recommendations to achieve the interior noise criterion of 45 dBA L_{dn} .

The noise analysis recommendations include, but are not limited to, applying the Sound Transmission Class (STC) requirements listed in Table 5 below for full windows and exterior doors. The proposed project would be subject to and would comply with these recommendations to ensure that Title 24 requirements could be met. Furthermore, through the building permit review process, the Department of Building Inspection (DBI) would ensure that Title 24 requirements would be met. Therefore, the proposed project would not expose persons to noise levels in excess of applicable noise standards.

**TABLE 5
OPERATIONAL NOISE COMPONENTS**

Floor	STC Rating for Full Window and Exterior Doors by Proposed Building Elevation ^{a, b}		
	Mason Street	Turk Street	Rear/Side Yard
2 – 7	35	34	28
8	32 – 36	34	28 – 36
9 – 12	32 – 36	34 – 39	28 – 39

STC = Sound Transmission Class

- STC rating recommended are for full window and exterior door assemblies (glass and frame), rather than just the glass.
- Refer to Figures 3 – 5 in Charles M. Salter Associates Inc., *Environmental Noise Study, 19-25 Mason Street/2-16 Turk Street, San Francisco, California, CSA Project Number: 13-0056*, March 21, 2013 for the exact locations of the STC rating requirements. Note the unit configurations in the plans were slightly revised since the publication of this study, but the plans do not substantially alter the conclusions of the study. This document is available for public review at the San Francisco Planning Department, as part of Case No. 2012.0678E.

Be Substantially Affected by Existing Noise Levels

As stated above, with implementation of the noise analysis specific recommendations, the proposed project would not expose persons to noise levels in excess of applicable noise

standards. Therefore, the proposed project would not be substantially affected by existing noise levels.

For the above reasons, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or be substantially affected by existing noise levels and the impact would be less than significant.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered less than significant. (Less than Significant)

The proposed project's construction activities would last approximately 18 months. Construction noise and vibration would be intermittent and limited to the period of construction. The closest sensitive receptors to construction activities would be residents adjacent to the west, east, and north of the project site. Construction activities would generate noise and vibration that could be considered an annoyance by occupants of nearby properties. Construction activities would require the use of heavy trucks, excavating and grading equipment, material loaders, concrete breakers, pile driving, and other mobile and stationary construction equipment. Construction noise and vibration would fluctuate depending on the construction phase, equipment type and duration of use, and distance between noise source and listener. The greatest construction-generating noise and vibration phases would generally be limited to the initial and middle phases during excavation, new foundation construction, and exterior and façade element construction. In particular, the greatest noise and vibration levels would occur from the installation of cantilever soldier piles for a temporary shoring system to laterally restrain the sides of the excavation for the proposed below-grade parking level of the new building and limit the movement of adjacent improvements. Once the façade is in place, noise from interior finishing would generally be contained within the building envelope and would not be expected to generate excessive noise.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code), which requires noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at 100 feet from the source. Impact tools 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 PM and 7:00 AM if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in this urban environment and would not be considered significant.

The most frequently used method to describe the effect of vibration on the human body is the root mean square (RMS) amplitude. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel

notation acts to compress the range of numbers required to describe vibration.⁵⁵ Although it is possible that construction vibration would exceed levels that are considered an annoyance by adjacent residents, these annoyance levels would be temporary (i.e., initial and middle phases of construction and between the hours as directed by the Noise Ordinance) and thus not considered excessive. Because the proposed project would be subject to and would comply with regulations set forth in the Noise Ordinance and would be limited to the duration of proposed project construction, the proposed project would result in a less-than-significant impact regarding temporary increases in noise and vibration levels. Although impacts are considered less-than-significant, the implementation of Mitigation Measures M-CP-1a and M-CP-1b, identified in Section E.3 Cultural and Paleontological Resources, would further reduce these less-than-significant impacts.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to noise (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the proposed project, would be subject to the Noise Ordinance and thus would not be considered significant. Therefore, cumulative construction-related noise impacts would be less than significant.

The proposed project in combination with other cumulative projects would not result in substantial population growth in the project vicinity. Because neither the proposed project nor the other cumulative impacts in the vicinity are anticipated to result in a doubling of traffic volumes along nearby streets, the project would not contribute considerably to any cumulative traffic-related increases in ambient noise. Moreover, the proposed project's mechanical equipment and occupants would be required to comply with the Noise Ordinance, and therefore would not be expected to contribute to any significant cumulative increases in the ambient noise as a result of the building's mechanical equipment or occupants. Similar to the proposed project, any rooftop mechanical equipment that would be a part of cumulative development would be reviewed by an acoustical specialist and the DBI to ensure that the City's Noise Ordinance standards are met. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable noise impact.

⁵⁵ FTA, May 2006, Table 8-1.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Overview

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *Bay Area 2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 Clean Air Plan* contains the following primary goals:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The 2010 *Clean Air Plan* represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment⁵⁶ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁵⁷

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 6 identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

TABLE 6
BAAQMD THRESHOLDS OF SIGNIFICANCE FOR CRITERIA AIR POLLUTANTS – PROJECT LEVEL

Pollutant	Construction-Related	Operational-Related	
	Average Daily Emissions	Average Daily Emissions	Maximum Annual Emissions
ROG	54 lbs/day	54 lbs/day	10 tons/year
NO _x	54 lbs/day	54 lbs/day	10 tons/year
PM ₁₀	82 lbs/day (exhaust)	82 lbs/day	15 tons/year
PM _{2.5}	54 lbs/day (exhaust)	54 lbs/day	10 tons/year
PM ₁₀ and PM _{2.5} (fugitive dust)	Construction Dust Ordinance or Other Best Management Practices	None	

⁵⁶ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

⁵⁷ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011, page 2-1.

Ozone Precursors

As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).⁵⁸ These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Particulate Matter (PM₁₀ and PM_{2.5})

The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health based ambient air quality standards. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.⁵⁹ Although the regulations specified above apply to new or modified stationary sources, land use development projects result in ROG, NO_x, PM₁₀ and PM_{2.5} emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ozone precursors or particulate matter. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Fugitive Dust

Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust.⁶⁰ Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.⁶¹ The BAAQMD has identified a number of BMPs to control

⁵⁸ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

⁵⁹ *Ibid*, page 16.

⁶⁰ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dej/fd/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

⁶¹ B AAQMD, October 2009, page 27.

fugitive dust emissions from construction activities.⁶² The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of fugitive dust control measures to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.⁶³

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁶⁴ In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily

⁶² BAAQMD, May 2011.

⁶³ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁶⁴ SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

based on evidence demonstrating cancer effects in humans.⁶⁵ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone,” were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population, and/or (2) cumulative PM_{2.5} concentrations greater than 10 micrograms per cubic meter (µg/m³).

Excess Cancer Risk

The above 100 per one million persons (100 excess cancer risk) criteria is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁶⁶ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,⁶⁷ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.⁶⁸

Fine Particulate Matter

In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

⁶⁵ California Air Resources Board (ARB), Fact Sheet, “The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines,” October 1998.

⁶⁶ BAAQMD, October 2009, page 67.

⁶⁷ 54 Federal Register 38044, September 14, 1989.

⁶⁸ BAAQMD, October 2009, page 67.

Land use projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROG's are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~112,600~~ 114,118 gsf building. During the project's approximately 18 month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than those provided in national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the ARB, reducing particulate matter PM_{2.5} concentrations to state and federal standards of 12 µg/m³ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.⁶⁹

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust that adds particulate matter to the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

⁶⁹ ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the DBI.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 6, above, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), developed screening criteria. If a proposed project meets the screening criteria, then construction of the proposed project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria

air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁷⁰ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project includes removal of an existing parking lot and new construction of a mixed-use building with up to ~~409~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space, which would require the removal and disposal of approximately ~~7,000 to 8,000~~ 3,200 cubic yards of soil during excavation. The size of proposed construction activities would be below the criteria air pollutant screening sizes for high-rise residential (249 units) and strip mall (277,000 sf) and amount of material transport identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of construction-related criteria air pollutant emissions is not required and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact.

Impact AQ-2: The proposed project's construction exhaust activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.⁷¹ Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.⁷² This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 estimates for the SFBAAB.⁷³ Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).⁷⁴

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in

⁷⁰ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

⁷¹ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October 2010.

⁷² *Ibid.*

⁷³ ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

⁷⁴ ARB, October 2010.

between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁷⁵ Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to NO_x and PM emissions.⁷⁶

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD's *CEQA Air Quality Guidelines*:

"Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."⁷⁷

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed and defined above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The project site is not located within an identified Air Pollutant Exposure Zone, as defined above. Although on-road heavy-duty diesel vehicles and off-road equipment would be used during the 18-month construction duration, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and would comply with, California regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptors exposure to temporary and variable DPM emissions. Therefore, construction period TAC emissions would result in a less-than-significant impact to sensitive receptors.

Although the proposed project is not within an Air Pollutant Exposure Zone, as defined above, the project sponsor has agreed to the following improvement measure which would further reduce these less-than-significant construction impacts.

⁷⁵ United State Environmental Protection Agency, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

⁷⁶ California Code of Regulations, Title 13, Division 3, § 2485.

⁷⁷ BAAQMD, May 2011, page 8-6.

Improvement Measure I-AQ-2: Construction Emissions Minimization

- A. *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor should submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan should detail project compliance with the following requirements:
1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities should meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines should be prohibited;
 - b) All off-road equipment should have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).⁷⁸
 - c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor should submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

⁷⁸ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor should provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A.

Table A – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

* Alternative fuels are not a VDECS.

2. The project sponsor should require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs should be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
 3. The project sponsor should require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
 4. The Plan should include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting should indicate the type of alternative fuel being used.
 5. The Plan should be kept on-site and available for review by any persons requesting it and a legible sign should be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor should provide copies of Plan to members of the public as requested.
- B. *Reporting.* Quarterly reports should be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor should submit to the ERO a final report summarizing construction activities. The final report

should indicate the start and end dates and duration of each construction phase. For each phase, the report should include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.

- C. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

As discussed above in Impact AQ-1, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine whether a project requires an analysis of operational-related criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project includes removal of an existing parking lot and new construction of a mixed-use building with up to ~~109~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space. The size of proposed construction activities would be below the criteria air pollutant screening sizes for high-rise residential (510 units) and strip mall (99,000 sf) identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of operational-related criteria air pollutant emissions is not required and the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in a less than significant impact with respect to criteria air pollutants.

Impact AQ-4: During project operations, the proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Vehicle Trips

Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's ~~207~~ 273 daily vehicle trips would be well below

this level, therefore an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

Backup Emergency Generators

The proposed project would include a backup emergency generator on the roof. Emergency generators are regulated by the BAAQMD through its New Source Review (Regulation 2, Rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the BAAQMD. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The BAAQMD limit testing to no more than 50 hours per year. Additionally, as part of the permitting process, the BAAQMD limits the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics. Compliance with the BAAQMD permitting process would ensure that project-generated TAC emissions would not expose sensitive receptors to substantial air pollutant concentrations, and TAC emissions would be less than significant.

Although the proposed project is not within an Air Pollutant Exposure Zone, as defined above, the project sponsor has agreed to the following improvement measure which would further reduce these less-than-significant operational impacts.

Improvement Measure I-AQ-4a: Best Available Control Technology for Diesel Generators

All diesel generators should have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

Siting Sensitive Land Uses

The proposed project would include new residential receptors and is therefore considered a sensitive land use for purposes of air quality evaluation. As discussed above, San Francisco, in partnership with the BAAQMD, has modeled and assessed air pollutant impacts from mobile, stationary and area sources within the City. This assessment has resulted in the identification of the Air Pollutant Exposure Zone, as defined above. The proposed project would site sensitive land uses, but not within an Air Pollutant Exposure Zone, as defined above, therefore, the proposed project would result in a less-than-significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In addition, although the proposed project is not within an Air Pollutant Exposure Zone, as defined above, the proposed project is subject to ~~the existing~~ Article 38 of the Health Code

(~~Potential Roadway Exposure Zone~~), which requires the project sponsor to install an enhanced ventilation system.⁷⁹

Impact AQ-5: The proposed project would not create objectionable odors affecting a substantial number of people. (Less than Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The project site is not substantially affected by sources of odors. Additionally, the proposed project includes construction of a new mixed-use building with up to ~~409~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space and would therefore not create a significant source of new odors. Therefore, odor impacts would be less than significant.

Impact AQ-6: The proposed project would not conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan. (Less than Significant)

The most recently adopted air quality plan for the SFBAAB is the *2010 Clean Air Plan*. The *2010 Clean Air Plan* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2010 Clean Air Plan*, this analysis considers whether the project would: (1) support the primary goals of the *2010 Clean Air Plan*, (2) include applicable control measures from the Clean Air Plan (CAP), and (3) avoid disrupting or hindering implementation of control measures identified in the CAP.

The primary goals of the *2010 Clean Air Plan* are to: (1) reduce emissions and decrease concentrations of harmful pollutants, (2) safeguard the public health by reducing exposure to air pollutants that pose the greatest health risk, and (3) reduce greenhouse gas emissions. To meet the primary goals, the *2010 Clean Air Plan* recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The *2010 Clean Air Plan* recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 Clean Air Plan* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to Greenhouse Gases (GHGs) is discussed in Section E.7, Greenhouse Gas Emissions, which demonstrates that

⁷⁹ San Francisco Department of Public Health, Environmental Health, "19-25 Mason St., 2-16 Turk St. Air Quality Assessment," February 14, 2013. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated ~~207~~ 273 net new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the *San Francisco General Plan*, as discussed in Section C, Compatibility with Existing Zoning and Plans. Transportation control measures that are identified in the *2010 Clean Air Plan* are implemented by the *San Francisco General Plan* and the *Planning Code*, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the *2010 Clean Air Plan*. Therefore, the proposed project would include applicable control measures identified in the CAP to meet the CAP's primary goals.

Examples of a project that could cause the disruption or delay of *2010 Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would construct a new mixed-use building in a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the CAP.

For the reasons described above, the proposed project would not interfere with implementation of the *2010 Clean Air Plan*, and because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact C-AQ-1: The proposed project, in combination with past present, present, and reasonably foreseeable future development in the project area would result in less-than-significant cumulative impacts to air quality. (Less than Significant)

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁸⁰ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact

⁸⁰ BAAQMD, May 2011, page 2-1.

AQ-4) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would a new sensitive land use (i.e., residential) and new sources of TACs (e.g., new vehicle trips and backup emergency generator), the project site is not located within an Air Pollutant Exposure Zone, as defined above. The project's incremental increase in localized TAC emissions resulting from construction, new vehicle trips, and a new source would be minor and would not contribute substantially to cumulative TAC emissions that could affect nearby or proposed sensitive land uses. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable air quality impact.

Topics:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. GREENHOUSE GAS EMISSIONS—	Would the project:						
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will contribute to global climate change and its associated environmental impacts.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy)⁸¹ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with CEQA guidelines. The actions outlined in the strategy have resulted in a 14.5 percent reduction in

⁸¹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at: <http://www.sf-planning.org/index.aspx?page=2627>.

GHG emissions in 2010 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*, Executive Order S-3-05,⁸² and Assembly Bill 32 (also known as the Global Warming Solutions Act.)^{83,84}

Given that the City's local greenhouse gas reduction targets are more aggressive than the State and Region's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of EO S-3-05, AB 32, and the *2010 Clean Air Plan*. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of EO S-3-05, AB 32, and the *2010 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the activity onsite through removal of an existing parking lot and new construction of a mixed-use building with up to ~~109~~ 155 dwelling units and ~~2,400~~ 2,825 sf of retail space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. The regulations that are applicable to the proposed project include the Commuter Benefits Ordinance, Emergency

⁸² Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁸³ San Francisco Department of Environment (DOE), *San Francisco Climate Action Strategy, 2013 Update*.

⁸⁴ The *2010 Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 goals, among others, are to reduce GHGs in the year 2020 to 1990 levels.

Ride Home Program, Bicycle Parking requirements, Street Tree Planting Requirements for New Construction, Mandatory Recycling and Composting Ordinance, SF Green Building Requirements for Energy Efficiency, and Stormwater Management.

These regulations, as outlined in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the 2010 *Clean Air Plan* GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.⁸⁵ Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

A wind assessment and study and professional letters of opinion were prepared for the proposed project.^{86, 87} The following discussion relies on the information provided in those reports.

⁸⁵ San Francisco Planning Department, "Greenhouse Gas Analysis: Compliance Checklist," April 14, 2014. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

⁸⁶ RWDI, *Mason and Turk Street Project, San Francisco, CA, Pedestrian Wind Assessment*, RWDI #1301364, June 3, 2013. RWDI, *Mason and Turk Street Project, San Francisco, California, Pedestrian Wind Study*, RWDI #1301364, December 10, 2013. RWDI, *Impact of Recent Design Changes on Pedestrian Wind Conditions*, RWDI #1301364, December 24, 2014. RWDI, *Impact of Recent Design Changes on Pedestrian Wind Conditions*, RWDI #1301364, February 23, 2015. These documents are on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

⁸⁷ The two RWDI professional letters of opinion (December 2014 and February 2015) indicate that the revised design would not have a detrimental effect on the wind conditions predicted in the December 10, 2013 study. Therefore, no additional testing was deemed necessary.

Average wind speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. Throughout the year the highest wind speeds occur in mid-afternoon and the lowest in the early morning. West-northwest, west, northwest, and west-southwest are the most frequent and strongest of primary wind directions during all seasons (referred to as prevailing winds).

San Francisco Planning code Section 148, Reduction of Ground-level Wind Currents in C-3 Districts, outlines wind reduction criteria for projects in C-3 Districts. The project site is within a C-3 District and the proposed project is subject to these criteria. The *Planning Code* sets criteria for both comfort and hazards and requires buildings to be shaped so as not to cause ground-level wind currents to exceed these criteria. However, for the purposes of evaluating impacts under CEQA, the analysis uses the hazard criterion to determine whether the proposed project would alter wind in a manner that substantially affects public areas.

The *Planning Code* pedestrian comfort criterion of 11 miles per hour (mph) is based on wind speeds measured and averaged over a period of one minute. In contrast, the *Planning Code* wind hazard criterion of 26 mph is defined by a wind speed that is measured and averaged over a period of one hour. When stated on the same time basis as the comfort criterion wind speed, the hazard criterion wind speed (26 mph averaged over one hour) is equivalent to a one-minute average of 36 mph, which is a speed where wind gusts can blow people over and are therefore hazardous. As stated above, the analysis uses the hazard criterion to determine significant effects under CEQA. In addition, the proposed project's effects related to the comfort criterion are presented for informational purposes.

A building taller than its immediate surrounding will intercept winds and deflect them down to the ground level, causing wind flow accelerations around building corners. When the gap between two buildings is aligned with the prevailing winds, high wind activity is expected along the gap. The project site is currently a surface parking lot that surrounds the nine-story Hotel Metropolis. Existing buildings in the surrounding area are shorter than the Hotel Metropolis and are generally two-to-eight stories tall. Given that the Hotel Metropolis is taller than the surroundings to the west and north, the prevailing winds are deflected down to the surface parking lot. The downwashed flows are then channeled between the existing buildings, resulting in increased wind speeds around the corners of the Hotel Metropolis and on sidewalks along both Mason Street and Turk Street.

Wind tunnel testing was conducted at 41 wind speed sensor locations under Existing Conditions within a 1,200 foot radius of the project site, at a pedestrian height of approximately five feet. The results of the wind tunnel testing indicate that no sensor locations exceed the hazard criterion under Existing Conditions. For informational purposes, the results of the wind tunnel testing indicate that 19 of the 41 sensor locations exceed the *Planning Code's* 11 mph pedestrian comfort criterion under Existing Conditions. Wind speeds of 10 percent exceedance (i.e., the wind speed exceeded 10 percent of time) are 11.6 mph on average over 41 sensor locations. The nearest comfort criterion exceedance to the project site is adjacent to the existing curb cut for the project site at Turk Street. All four corners at the intersection of Mason Street and Eddy Street exceed the comfort criterion. In addition, most sensor locations along Market Street exceed the comfort

criterion, with the highest wind speeds modeled along the south side of Market Street, southwest of the intersection of Market Street and Fifth Street.

The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall (~~131 to 140 feet~~ 132-to-134-foot tall with above-roof structures), ~~112,600~~ 114,118 gsf building on the entirety of the existing surface parking lot. The proposed project would include two common open spaces, at the podium level and rooftop. Wind tunnel testing was conducted for Existing plus Project Conditions with an additional four wind speed sensor locations at the proposed open space locations. The results of the wind tunnel testing indicate that the proposed project would not cause a sensor location to exceed the hazard criterion. Therefore, the proposed project would not alter wind in a manner that substantially affects public areas and impacts are considered less than significant.

For informational purposes, the results of the wind tunnel testing indicate that 24 of the 41 sensor locations would exceed the *Planning Code's* 11 mph pedestrian comfort criterion under Existing plus Project Conditions, an increase of five sensor locations. Wind speeds of 10 percent exceedance would be 11.4 mph on average over 45 sensor locations, similar to Existing Conditions. No sensor locations adjacent to the project site would exceed the comfort criterion as wind speeds would lessen at these locations compared to Existing Conditions. Additional wind comfort criterion exceedances compared to Existing Conditions would occur along the east side of Mason Street, between Turk Street and Eddy Street (where the greatest increases from the proposed project would occur at two mph), and at the proposed outdoor common open spaces, one location at the podium level and two locations at the rooftop. The highest wind speeds would continue to occur along the south side of Market Street, southwest of the intersection of Market Street and Fifth Street.

While the proposed project's wind hazard impacts would be less than significant, the project sponsor has agreed to the following improvement measure that could improve usability of the new rooftop deck on the new building by reducing wind exposure.

Improvement Measure I-WS-1: Wind Reduction on New Rooftop Deck

To reduce wind and improve usability on the new rooftop deck, the project sponsor should provide wind screens or landscaping along the north and west perimeter of the new rooftop deck. Suggestions include *Planning Code* compliant porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) as opposed to a solid surface.

Impact WS-2: The proposed project would not create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces under the jurisdiction of the Recreation and Park Commission from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public open spaces under the jurisdiction of the Recreation and Park Commission by any

structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect.

The nearest public open spaces to the project site are Father Alfred E. Boeddeker Park, approximately 0.2 mile northwest of the project site, Hallidie Plaza, approximately 200 feet east of the project site, and Mint Plaza, approximately 0.1 mile southeast of the project site. Of these public open spaces, only Father Alfred E. Boeddeker Park is protected by Section 295.

The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall (~~131 to 140 feet~~ 132-to-134-foot tall with above-roof structures), ~~112,600~~ 114,118 gsf building. The preliminary shadow fan prepared by the Planning Department found that the proposed project's shadow could reach all three of the aforementioned public open spaces.⁸⁸ However, the preliminary shadow fan assumes no other buildings are present and do not take into account topography. Therefore, more detailed shadow ~~study~~ studies ~~was~~ were conducted that includes intervening buildings.⁸⁹

The results of the shadow study indicate that the proposed project would not result in any net new shadows on the aforementioned public open spaces. The proposed project's shadow would not extend to Father Alfred E. Boeddeker Park, after taking into account topography. Thus, the proposed project is compliance with Section 295. The proposed project's shadow would extend to locations within Hallidie Plaza and Mint Plaza a few times a year. However, during these times, shadow at the locations on these public open spaces is already present. Therefore, the proposed project would not add any net new shadow on public open spaces.

No privately owned, publicly accessible open spaces exist within reach of the proposed project's shadow.

The proposed project would cast net new shadow on nearby sidewalks including those along Taylor Street, Eddy Street, Turk Street, Mason Street, and Market Street, at certain times of day throughout the year. Many of the sidewalks in this part of San Francisco are already shadowed for much of the day by densely developed, multi-story buildings, and additional project-related shadow would be temporary in nature and would not substantially affect the use of the sidewalks.

For the above reasons, the proposed project would not create new shadow that substantially affects outdoor recreation facilities or other public areas and impacts are considered less-than-significant.

⁸⁸ San Francisco Planning Department, "19-25 Mason Street (2-16 Turk Street) – PPA Shadow Analysis," March 12, 2013. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678U.

⁸⁹ Loisos + Ubbelohde, *Shadow Study, 19-25 Mason Street/2-16 Turk Street, San Francisco, CA 94102*, June 2013. Arquitectonica, Supplemental Shadow Studies, 25 Mason Street, San Francisco, CA 94102, January 5, 2015. Arquitectonica, Supplemental Shadow Studies, 25 Mason Street, San Francisco, CA 94102, February 20, 2015. ~~This~~ These documents ~~is~~ are on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

The shadow analysis also found the proposed project would shade portions of nearby private property at times within the project vicinity. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

Impact C-WS-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to wind. (Less than Significant)

Wind tunnel testing⁹⁰ was conducted for Cumulative Conditions (which includes the proposed project) at 45 sensor locations, taking into account the proposed 5M project (925 Mission Street)⁹¹ and the proposed 229 Ellis Street project.⁹² The results of the wind tunnel testing indicate that 25 of the 41 sensor locations would exceed the *Planning Code*'s 11 mph pedestrian comfort criterion under Cumulative Conditions, an increase of six sensor locations compared to Existing Conditions. Wind speeds of 10 percent exceedance would be 11.6 mph on average over 45 sensor locations, the same as Existing Conditions. No sensor locations adjacent to the project site would exceed the comfort criterion as wind speeds would lessen at these locations compared to Existing Conditions. Additional wind comfort criterion exceedances compared to Existing Conditions would occur along the east side of Mason Street, between Turk Street and Eddy Street; one location along the south side of Eddy Street, between Taylor Street and Mason Street; and at the proposed outdoor common open spaces, ~~one location at the podium level and two locations at the rooftop.~~ The highest wind speeds would continue to occur along the south side of Market Street, southwest of the intersection of Market Street and Fifth Street. Under Cumulative Conditions, no sensor locations would exceed the hazard criterion. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable wind impact.

Impact C-WS-2: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to shadow. (Less than Significant)

Based on the fact that the proposed project would not cast new shadows on a public open space, it would not contribute to a cumulative shadow impact on the public open spaces in the project vicinity. Future projects would be subject to *Planning Code* Section 295 and other controls to avoid substantial net new shading of public open space. Thus the proposed project, in combination

⁹⁰ The two RWDI professional letters of opinion (December 2014 and February 2015) indicate that the revised design would not have a detrimental effect on the wind conditions predicted in the December 10, 2013 study. Therefore, no additional testing was deemed necessary.

⁹¹ The proposed project would include up to 1.85 million gsf of new and existing office, residential, cultural, educational, and retail uses, located approximately 800 feet southeast of the project site at a four-acre site west of Fifth Street and between Mission Street and Howard Street. This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2011.0409E.

⁹² The proposed project would include the change of use (18 dwelling units over 6,000 sf commercial uses), interior structural improvements, façade rehabilitation, and a three-story addition to an existing four-story, vacant building. This proposed project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2009.0343E.

with other past, present, and reasonably foreseeable future projects proposed in the vicinity, would not result in a cumulatively considerable shadow impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project would not increase the use of existing neighborhood parks or other recreational facilities, such that substantial physical deterioration of the facilities would occur or be accelerated. (Less than Significant)

The project site is identified within a location of the City with a “High Need” for open space, defined as areas with high population densities, high concentrations of seniors and youth, and lower income populations that are located outside of existing parking service areas.⁹³ The nearest neighborhood parks to the project site are the Father Alfred E. Boeddeker Park, which is a one acre community park approximately 0.2 miles walking northwest of the project site, and the Turk and Hyde Mini Park, which is a 0.1 acre park primarily for preschoolers approximately 0.3 miles walking west of the project site. The proposed project would add approximately ~~264~~ 375 residents to the project area, which would increase the demand for parks or other recreational facilities. The proposed project would provide approximately ~~6,200~~ 3,100 sf of common open space and approximately ~~2,400~~ 3,350 sf of private open space for project residents. Although new residents may utilize parks and recreational spaces in the vicinity of the site and the existing open space in the project site vicinity is limited, the use would likely be modest based on the size of projected population increase in comparison to existing populations within the Downtown/Civic Center neighborhood and Census Tract 125.01, as discussed in Section E.2 Population and Housing. Therefore, it is unlikely that substantial physical deterioration would occur. In addition, the proposed project would not substantially increase demand for or use of citywide/regional facilities such as Golden Gate Park or other recreational facilities such as Tenderloin Recreation Center. Therefore, the proposed project would not be expected to create a substantial contribution to the existing demand for existing neighborhood parks or other recreational facilities in this area and this impact would be less than significant.

⁹³ *San Francisco General Plan, Recreation & Open Space Element, April 2014, Map 7.*

Impact RE-2: The proposed project would not require the construction of recreational facilities that may have an adverse physical effect on the environment. (Less than Significant)

The proposed project would provide some open space on site for the residents, in the form of a rooftop deck and ~~common rear yard~~ **private open** space. Residents at the project site would be within walking distance of the above-noted Father Alfred E. Boeddeker Park and Turk and Hyde Mini Park. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide/regional facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. Therefore, the project would not result in the construction of recreational facilities that would themselves have physical environmental impacts.

Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (Less than Significant)

The proposed project would not result in the physical alteration of any recreational resource within the vicinity of the project site or in the City as a whole. The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~442,600~~ **114,118** gsf building. Therefore, the proposed project would not physically degrade existing recreational facilities and this impact would be less than significant.

Impact C-RE-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to recreation. (Less than Significant)

The use of recreational facilities in the vicinity of the project site is not expected to noticeably increase as a result of the proposed project. No other development in the project vicinity would contribute substantially to recreational cumulative effects. Additionally, future developments would be subject to *Planning Code* open space requirements. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable recreation impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: Implementation of the proposed project would not exceed wastewater treatment requirements, exceed the capacity of the wastewater treatment provider serving the project site, or result in the construction of new or expansion of existing wastewater treatment or stormwater drainage facilities. (Less than Significant)

Proposed project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control (RWQCB), therefore, the proposed project would not conflict with RWQCB requirements.

Implementation of the proposed project would incrementally increase wastewater flows from the project site due to the introduction of approximately ~~264~~ 375 residents and ~~seven~~ eight employees. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the City's Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The SFPUC's infrastructure capacity plans account for projected population and employment growth. The incorporation of water-efficient fixtures into new development is also accounted for by the SFPUC because widespread adoption can lead to more efficient use of existing capacity. Therefore, this increase in population would not require expansion of wastewater treatment facilities.

The existing project site is completely covered by a surface parking lot. The proposed building footprint would also completely cover the project site; thus, project implementation would not result in an increase in impervious surfaces. Compliance with the City's Stormwater

Management Ordinance (Ordinance No. 83-10) requires the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities. Therefore, the proposed project would not substantially increase the demand for wastewater or stormwater treatment and would result in a less-than-significant impact.

Impact UT-2: The SFPUC has sufficient water supply and entitlements to serve the proposed project and implementation of the proposed project would not require expansion or construction of new water treatment facilities. (Less than Significant)

The proposed project would increase the amount of water required to serve the project site. All large-scale projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand under Senate Bill 610 and Senate Bill 221.45. Under Senate Bill 610, a Water Supply Assessment (WSA) is required if a proposed project is subject to CEQA in an Environmental Impact Report or Negative Declaration and is any of the following: (1) a residential development of more than 500 dwelling units; (2) a shopping center of business employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) a hotel or motel with more than 500 rooms; (5) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres; (6) a mixed-use project containing any of the foregoing; or (7) any other project that would have water demand at least equal to a 500 dwelling unit project. The proposed project would not exceed any of these thresholds and therefore would not be required to prepare a WSA.

In June 2011, the SFPUC adopted a resolution finding that the SFPUC's 2010 Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for urban water suppliers. The UWMP uses year 2035 growth projections prepared by the Planning Department and ABAG to estimate future water demand. The proposed project is within the demand projections of the UWMP and would not exceed the water supply projections.

The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~112,600~~ **114,118** gsf building. Although the total amount of water demand would increase at the project site, the proposed building would be designed to incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the City's Green Building Ordinance. Because the proposed water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's 2010 UWMP, the proposed project would not result in a substantial increase in water use and would be served from existing water supply entitlements and resources. In addition, the proposed project would include water conservation devices. In addition, as part of the building permit review process, a hydraulic analysis would be required from the SFPUC to determine if the water

distribution facilities leading to the project site would require upgrading. The proposed project would be subject to and required to comply with upgrades, as determined by SFPUC through the building permit review process, into the final project's design. Therefore, the proposed project would result in a less-than-significant impact.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs. (Less than Significant)

The majority of San Francisco's solid waste that is not recycled is disposed of in the Altamont Landfill. The majority of San Francisco's solid waste that is not recycled is disposed of in the Altamont Landfill. As of March 2013, San Francisco's remaining capacity at the landfill was 1,052,815 tons out of the original 15 million ton capacity.⁹⁴ At current disposal rates, San Francisco's available landfill space under the existing contract will run out in January 2015. However, as of the year 2005 (latest year of record), the landfill has a closure date in 2025 and a remaining capacity of 74 percent.⁹⁵ San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. San Francisco had a goal of 75 percent solid waste diversion by 2010 and has a goal of 100 percent solid waste diversion by 2020. San Francisco diverted 80 percent of their solid waste in the year 2010.⁹⁶

With implementation of the proposed project, new trash receptacles would be in place at the project site and new residents would participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. Due to the existing and anticipated increase of solid waste recycling in the City and the Altamont Landfill's remaining capacity, any increase in solid waste from the project site would have less-than-significant impacts at solid waste facilities.

Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires municipalities to adopt an Integrated Waste management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. San Francisco Ordinance No. 100-09 requires everyone in San Francisco to separate their solid waste into recyclables, compostables, and trash. The proposed project would be subject to and would comply with San Francisco Ordinance No. 27-06, San Francisco Ordinance No. 100-09 and all other applicable statutes and

⁹⁴ DOE, "Zero Waste FAQ." Available online at: <http://www.sfenvironment.org/zero-waste/overview/zero-waste-faq>. Accessed August 1, 2013.

⁹⁵ CalRecycle, "Active Landfills Profile for Altamont Landfill and Resource Recv'ry (01-AA-0009)." Available online at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/>. Accessed August 1, 2013.

⁹⁶ DOE, "Mayor Lee Announces San Francisco Reaches 80 Percent Landfill Waste Diversion, Leads All Cities in North America." Available online at: <http://www.sfenvironment.org/zero-waste/overview/goals>. Accessed August 1, 2013.

regulations related to solid waste. Therefore, the proposed project's impact to solid waste would be less than significant.

Impact C-UT-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to utilities and service systems. (Less than Significant)

The proposed project would not substantially impact utility provision or service. No other development in the project vicinity would contribute substantially to utilities and service systems cumulative effects. In addition, existing service management plans address anticipated growth in the region. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable utilities and service systems impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For a discussion of impacts to parks, refer to topics 9a, b, and c above.

Impact PS-1: The proposed project would increase demand for police protection and fire protection, but not to an extent that would require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

The project site currently receives emergency services from the San Francisco Fire Department, Battalion 3, which includes a fire station at 935 Folsom Street approximately 0.4 mile southeast of the project site, and the San Francisco Police Department, Tenderloin Station at 301 Eddy Street, which is 0.2 mile northwest of the project site. The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~112,600~~ 114,118 gsf building. Implementation of the proposed project could incrementally increase demand for police and fire protection from the project site due to the introduction of approximately ~~264~~ 375 residents and ~~seven~~ eight employees. This increase would not be substantial in light of the existing demand for police and fire protection in the City and relative to the number of area-wide residents and employees in the project vicinity, as described in Section E.2 Population and Housing. Because the proposed project is located in proximity to existing police and fire protection services and the proposed project would not substantially increase population in the area, the impacts would be less than significant.

Impact PS-2: The proposed project could indirectly increase the population of school-aged children, but these new students would be accommodated within existing school facilities and would not require new or physically altered school facilities. (Less than Significant)

The San Francisco Unified School District provides public school services in San Francisco. Some of the new residents of the proposed ~~109~~ 155 dwelling units may be families with school-age children. It is anticipated that existing schools in the area could accommodate these students. Additionally, the proposed project would be assessed a per gross square foot school impact fee for the increase in residential space. Because the proposed project would not result in a substantial unmet demand for school facilities and would not necessitate new or physically altered school facilities, the impacts would be less than significant.

Impact PS-3: The proposed project would increase demand for other government services, but not to the extent that would require new or physically altered other government services. (Less than Significant)

Similar to Impacts PS-1 and 2 above, the proposed project would likely utilize other government services, such as libraries, but not to the extent that new or physically altered government services would be required. Therefore, the proposed project would have a less-than-significant impact to other government services.

Impact C-PS-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to public services. (Less than Significant)

The proposed project would not be expected to increase demand for public services beyond levels anticipated and planned for by public service providers. Additionally future developments would be subject to *Planning Code* impact fee requirements. No other proposed development in the project vicinity would contribute substantially to public services cumulative effects. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable public services impact.

<u>Topics:</u>		<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
12. BIOLOGICAL RESOURCES—	Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, topic 12f is not applicable.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species. (No Impact)

The project site consists of an existing off-street vehicle parking lot. No trees exist on or around the perimeter of the project site. A limited number of moveable planters exist on the project site. No special-status species are known to occur at the project site.

The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~112,600~~ **114,118** gsf building. The proposed project would not remove any trees or any other features that may contain habitat for any special-status species. Therefore, the proposed project would have no impact on special-status species.

Impact BI-2: The proposed project would not impact any sensitive natural communities or adversely affect any federally-protected wetlands. (No Impact)

The project site does not contain riparian habitat or other sensitive natural communities or a federally-protected wetland. No impact would occur.

Impact BI-3: The proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (No Impact)

Structures in an urban setting may present risks for birds' migratory paths from their location and/or their features. The City has adopted guidelines to describe the issue and provide regulations for bird-safe design within the City.⁹⁷ The regulations establish bird-safe standards for new building construction, additions to existing buildings, and replacement facades to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." The two circumstances regulated are: 1) location-related hazards, where the siting of a structure creates increased risk to birds (defined as inside or within 300 feet of open spaces two acres and larger dominated by vegetation or open water) and 2) feature-related hazards, which may create increased risk to birds regardless of where the structure is located. For new building construction located in a location-related standard, the standards include façade requirements consisting of no more than 10 percent untreated glazing and the use of minimal lighting. Lighting that is used shall be shielded without any uplighting. Feature-related hazards include free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet and larger in size. Any structure that contains these elements shall treat 100 percent of the glazing.

The project site consists of an existing off-street vehicular parking lot and is not within 300 feet of open spaces two acres or larger. Therefore, the project site is not within a location-related hazard. The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall (~~131 to 140 feet~~ 132-to-134-foot tall with above-roof structures), ~~112,600~~ 114,118 gsf building. Because the proposed project would be subject to and would comply with City adopted regulations for bird-safe buildings, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. No impact would occur.

Impact BI-4: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (No Impact)

The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Section 801 et. Seq., to require a permit from the Department of Public Works (DPW) to remove any protected trees.⁹⁸ If any activity is to occur within the dripline, prior to building permit issuance, a tree protection plan prepared by an International Society of Arborists-certified arborist is to be submitted to the Planning Department for review and approval. All permit applications that could potentially impact a protected tree must include a Planning Department "Tree Disclosure Statement." Protected trees include landmark trees, significant trees, or streets trees located on private or public property anywhere

⁹⁷ San Francisco Planning Department, "Standards for Bird-Safe Buildings." Website provides the adopted *Standards for Bird-Safe Buildings* adopted by the Planning Commission, July 14, 2011 and Ordinance No. 199-11, adopted by the Board of Supervisors, October 7, 2011. Available online at: <http://www.sf-planning.org/index.aspx?page=2506>. Accessed August 5, 2013.

⁹⁸ San Francisco Planning Department, "Required Checklist for Tree Planting and Protection." Available online at: <http://www.sf-planning.org/modules/showdocument.aspx?documentid=8321>. Accessed August 5, 2013

within the territorial limits of the City and County of San Francisco. Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of landmark, significant, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designations by using establish criteria (Section 810). Significant trees are those trees within the jurisdiction of the DPW or trees on private property within 10 feet of the public right-of-way that meet any of three size criteria. The size criteria for significant trees are a tree must have a diameter at breast height in excess of 12 inches, or a height in excess of 20 feet, or a canopy in excess of 15 feet (Section 810(A)(a)). Street trees are any tree growing within the public right-of-way, including unimproved public streets and sidewalks, and any tree growing on land under the jurisdiction of the DPW (Section 802(w)). If a project would result in tree removal subject to the Urban Forestry Ordinance and the DPW would grant a permit, the DPW shall require that replacement trees be planted (at a one-to-one ratio) by the project sponsor or that an in-lieu fee be paid by the project sponsor (Section 806(b)).

No trees would be removed as part of the proposed project and seven new street trees would be planted along the street frontages of the project site. Therefore, the proposed project would not conflict with any local policy ordinance protecting biological resources and no impact would occur.

Impact C-BI-1: The proposed project would result in no impact to biological resources; therefore, a discussion of cumulative impacts is not necessary. (No Impact)

As stated above, the proposed project would have no impact to biological resources; therefore, the proposed project would not contribute to any cumulative impacts related to biological resources. No impact would occur.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, topic 13e is not applicable.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, landslides, or locating on an unstable soil. (Less than Significant)

A geotechnical investigation was prepared for the proposed project.⁹⁹ The following discussion relies on the information provided in the geotechnical investigation.

Two geotechnical borings to depths ranging from 11.5 feet to 40 feet bgs and one cone penetration test to a depth of 48.5 feet bgs were completed at the project site. The results of the borings, cone penetration test, and investigation indicate that assessors Block 340, Lot 002, which fronts Mason Street, is covered by a 7.5-to-9.5-inch thick reinforced concrete slab underlain by approximately 14 feet of void space with a concrete slab at the bottom of void space. Assessors Block 340, Lots 005 and 006, which front Turk Street, is covered by concrete pavement underlain by approximately 10-12 feet of artificial fill with a concrete slab at the bottom of the fill. Between the void space for Lot 002 (14 feet bgs) and the fill for lots 005 and 006 (10-12 feet bgs) and approximately 22 bgs, native dune sand is present. Below this depth, the Colma formation is present. Groundwater was encountered at a depths ranging between 28.5 feet and 33 feet bgs, which is similar to depths encountered elsewhere in the project vicinity.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The

⁹⁹ Rockridge Geotechnical, 2012.

closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 7.5 miles west of the project site. This proximity would likely result in strong to very strong seismic ground shaking at the project site.

The project site lies within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco (seismic hazard zone).¹⁰⁰ The geotechnical borings and cone penetration test indicate that the soil beneath the groundwater underlying site is not susceptible to liquefaction because of its relatively high density and therefore, the potential for liquefaction is low.

Cyclic densification of non-saturated sand (sand above groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The proposed new building would have one level of basement that would require the removal of a majority of the loose sand above the groundwater table. Therefore, the effects of cyclic densification of the loose sand should only occur with the surrounding improvements, on the order of one inch.

Most hillside sites throughout the San Francisco Bay Area are at some risk of ground displacements (i.e., landslides) during an earthquake. The project site is not located on a hillside and the project site has not been mapped by California Division of Mines and Geology for the City and County of San Francisco as being within an area of potential earthquake-induced landsliding.¹⁰¹ Therefore, the potential for landslides to occur at the project site is low.

The geotechnical investigation provided recommendations for the proposed project's construction. These recommendations include, but are not limited to: installing a reinforced mat foundation to a depth below 13 feet bgs, including corrosion-resistant building materials, and providing temporary shoring during excavation, which would require installing temporary cantilevered soldier piles.

The geotechnical investigation concluded that with implementation of these recommendations, no significant impacts would occur from earthquake shaking or other seismic and geologic hazard impacts. The proposed project would be subject to and required to comply with these or other recommendations, as determined by DBI through its building permit review process, into the final project's design. Therefore, the proposed project would not result in exposure of people and structures to potential substantial adverse effects from geology and impacts are considered less than significant.

Impact GE-2: The proposed project would not result in substantial soil erosion or loss of topsoil. (Less than Significant)

The project site is located in a highly developed urban area and is occupied by a parking lot. Therefore, the proposed project would not result in loss of topsoil. Construction of the proposed project would require excavation to a depth of up to ~~24~~ 18 feet bgs. Site preparation and

¹⁰⁰ *San Francisco General Plan*, Community Safety Element, June 2012, Map 4.

¹⁰¹ *Ibid.*

excavation activities would disturb soils, creating the potential for wind- and water-borne soil erosion; however, these activities would not result in substantial erosion because the project area is relatively flat. Furthermore, as discussed in Section E.14, Hydrology and Water Quality, the construction contractor would be required to implement construction BMPs to prevent erosion and discharge of sediment into construction site stormwater runoff. Therefore, impacts related to soil erosion and loss of topsoil would be less than significant.

Impact GE-3: The proposed project could be located on expansive soil, but would not create substantial risks to life or property. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when near surface soils change from saturated to a low-moisture content condition, and back again. It is unknown if expansive soils are beneath the project site. However, the proposed project would be subject to and required to comply with requirements from DBI, through its building permit review process, that would include an analysis of the potential for soil expansion impacts. Therefore, the proposed project would not create substantial risk to life or property from expansive soils and impacts would be less than significant.

Impact GE-4: The proposed project would not change substantially the topography or unique geologic or physical features of the site. (No Impact)

No unique geologic or physical features exist at the project site. No impact would occur.

Impact C-GE-1: The proposed project, in combination with the past, present, and reasonably foreseeable future projects in the site vicinity, would result in a less-than-significant cumulative impacts to geology and soils. (Less than Significant)

Geological impacts are generally site-specific and the proposed project would not have the potential to have cumulative effects with other projects. Cumulative development would be subject to the same design review and safety measures as the proposed project. These measures would render the geologic effects of cumulative projects to less-than-significant levels. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulatively considerable geology and soils impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within a 100-year Flood Hazard Boundary,¹⁰² a dam failure area,¹⁰³ or a tsunami hazard area.¹⁰⁴ A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur in the San Francisco Bay due to seismic or atmospheric activity. The project site is 1.2 miles from San Francisco Bay and would therefore not be subject to a seiche. No mudslide hazards exist at the project site because the project site is not located near any landslide prone areas.¹⁰⁵ Therefore, topics 14g, h, i, and j are not applicable.

Impact HY-1: The proposed project would not violate water quality standards or waste discharge requirements, substantially degrade water quality, or provide substantial additional sources of polluted runoff. (Less than Significant)

Proposed project-related wastewater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Because the NPDES standards are set and regulated by the San Francisco Bay Area RWQCB, the proposed project would not conflict with RWQCB requirements.

During the proposed project's construction, the potential for erosion and transportation of soil particles would exist. Once in surface water runoff, sediment and other pollutants could leave the construction site and drain into the combined sewer and stormwater system, necessitating treatment at the Southeast Water Pollution Control Plant prior to discharge into the Bay. To minimize sediments and other pollutants from entering the combined sewer and stormwater system, an Erosion and Sediment Control Plan, including BMPs, would be required to be prepared by the project sponsor for the project to minimize stormwater runoff. In addition, as discussed in Section E.15 below, the proposed project would be subject to and required to comply with the Maher Ordinance, which has further site management and reporting requirements for potential hazardous soils.

The existing project site is completely covered with a paved parking lot. The proposed building footprint would also completely cover the project site; thus, project implementation would not result in an increase in impervious surface. The City's Stormwater Management Ordinance (Ordinance No. 83-10) would require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities. Therefore, due to the requirements of existing regulations, the proposed project would not violate

¹⁰² Federal Emergency Management Agency, "Draft Special Flood Hazard Areas (San Francisco)," September 21, 2007.

¹⁰³ *San Francisco General Plan*, Community Safety Element, June 2012, Map 6.

¹⁰⁴ *Ibid*, Map 5.

¹⁰⁵ *Ibid*, Map 4.

water quality standards, substantially degrade water quality, or provide substantial additional sources of polluted runoff and impacts would be less-than-significant.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than Significant)

The project site is currently entirely covered with impervious surfaces, greatly limiting the amount of surface that water could infiltrate to the groundwater. The proposed project would not result in the use of groundwater and groundwater is not anticipated to be encountered during construction because excavation would occur to depths of approximately 24 ~~18~~ feet bgs, while groundwater is anticipated and previously observed at depths ranging between 28.5 feet and 33 feet bgs. The proposed project would not increase the amount of impervious surface at the project site. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and impacts would be less-than-significant.

Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. (Less than Significant)

No streams or rivers exist at the project site. Therefore, the proposed project would not alter the course of a stream or river or substantially alter the existing drainage pattern of the project site or area.

During the proposed project's construction, a potential for erosion and transportation of soil particles would exist, but as stated above in Impact HY-1, the proposed project would be subject to and be required to comply with regulations that limit the amount of runoff from the project site. The existing project site is completely covered with paved surfaces. The proposed building footprint would also completely cover the project site; thus, project implementation would not result in an increase in impervious surface. Therefore, due to the requirements of the existing regulations and because the proposed project would not increase impervious surfaces at the project site, the proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less-than-significant.

Impact C-HY-1: The proposed project, in combination with the past, present, and reasonably foreseeable future projects in the site vicinity, would result in a less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)

Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC has accounted for such growth in its service projections. The cumulative development projects would be required to comply with construction-phase stormwater pollution control and dewatering water quality regulations, if necessary, similar to the proposed project. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable hydrology and water quality impact.

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

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topics 15e and f are not applicable.

Impact HZ-1: The proposed project would not create a significant hazard through routine transport, use, or disposal of hazardous materials. (Less than Significant)

The proposed project would result in the use of relatively small quantities of hazardous materials for routine purposes such as cleaners, disinfectants, and fertilizers. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, hazardous materials used would not pose any substantial public health or safety hazards related

to hazardous materials. Thus, the proposed project would result in less-than-significant impacts related through routine transport, use, or disposal of hazardous materials.

Impact HZ-2: The proposed project would not create a potentially significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, including within one-quarter mile of a school. (Less than Significant)

Setting

Two schools are within one-quarter mile of the project site: San Francisco City Academy (0.1 mile west) and De Marillac Academy (0.2 mile southwest).

AEI Consultant conducted a Phase I Environmental Site Assessment (ESA) at the project site.¹⁰⁶ The ESA was performed to provide a record of conditions at the subject property and to evaluate what, if any, environmental issues exist at the site. The ESA assessed the potential for adverse environmental impacts from the current and historical practices on the site and the surrounding area. The Phase 1 ESA no recognized environmental conditions for the project site.¹⁰⁷

Hazardous Soil

The proposed project would include excavation to a depth of approximately ~~24~~ 18 feet bgs and would require the removal and disposal of ~~7,000 to 8,000~~ 3,200 cubic yards of soil. The project site has been developed with mainly commercial structures since at least 1877. The project site contained multiple low-rise building until the 1950s, including a hat cleaner and blocker as indicated in a 1930 City directory. This business could have used cleaning solvents (non halogenated solvents based on the date of the listing) and mercury. The project site has been used as a surface parking lot since the 1960s.

Although the Phase 1 ESA recognized no environmental conditions for the project site, in January 2013, a letter from the San Francisco Department of Public Health (DPH) was sent to the project sponsor stating the project site is located on fill which presents a potential source of contamination. DPH requested the current owners apply to the Voluntary Remedial Action Program (VRAP), including a soil sampling work plan and a site mitigation plan for subsurface investigation to be prepared and submitted to the DPH to determine current project site conditions.¹⁰⁸ The site mitigation plan would also address other items such as a worker health

¹⁰⁶ AEI Consultants, *Phase I Environmental Site Assessment, Hotel Metropolis, 25 Mason Street, San Francisco, CA 94102*, February 18, 2010. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

¹⁰⁷ The Phase 1 ESA did find historical recognized environmental conditions for the adjacent Hotel Metropolis, which is discussed under Impact HZ-3.

¹⁰⁸ San Francisco Department of Public Health, Environmental Health, "Phase I Review and Request for Work Plan, Metropolis Hotel Parking Lots, 19-25 Mason, 2-16 Turk streets, San Francisco, SMED 916," January 31, 2013. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

and safety plan, dust control plan, and stormwater controls. The project sponsor enrolled in the VRAP and received an approved soil sampling work plan from the DPH in June 2013.¹⁰⁹

Subsequent to the June 2013 DPH letter, the San Francisco Board of Supervisors approved and the Mayor signed a series of amendments to the San Francisco Building and Health Codes, referred to as the Soil and/or Groundwater Testing Requirements Ordinance (Ordinance No. 155-13, July 16, 2013), which is an update to the existing Maher Ordinance. The intent of the updated Maher Ordinance is to identify, investigate, analyze, and when deemed necessary, remediate hazardous substances in soils by expanding the boundaries and types of projects for which soil testing is required and to require testing of groundwater under specified circumstances in order to protect the environment and public health and safety. The project site is within the boundaries of the updated Maher Ordinance and the elements requested by the DPH in the VRAP would now be required for the proposed project with implementation of the updated Maher Ordinance.

The proposed project would be required to remediate potential soil contamination described above in accordance with updated Maher Ordinance. Thus, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and the proposed project would result in a less than significant impact.

Other Hazardous Materials

The project site is an existing surface parking lot with no buildings. Therefore, no other hazardous materials (e.g., mold, lead-based paint) would be anticipated during construction.

Impact HZ-3: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Less than Significant)

The aforementioned ESA identified that an underground heating oil tank was located beneath the sidewalk on Turk Street. A tank closure occurred in 2007 and was overseen by the San Francisco DPH. Approximately three tons of soil was removed from that site. Soil samples, collected at 9.5 and 10 feet bgs, did not show detectable concentrations of contaminants. The DPH granted no further action for the site.¹¹⁰ Therefore, the case is no longer considered active¹¹¹ and impacts would be less than significant.

¹⁰⁹ San Francisco Department of Public Health, Environmental Health, "Work Plan Approval, Metropolis Hotel Parking Lots, 19-25 Mason, 2-16 Turk streets, San Francisco, SMED 916," June 18, 2013. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

¹¹⁰ San Francisco City and County Department of Public Health, Environmental Health Section, Local Oversight Program, "Underground Storage Tank Case, Hotel Metropolis, 25 Mason Street, San Francisco, LOP Case Number: 11805," September 29, 2011. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

¹¹¹ California Environmental Protection Agency, "Cortese List: Section 65962.5(c)." Available online at: <http://www.calepa.ca.gov/sitecleanup/corteselist/SectionC.htm>. Accessed July 18, 2012.

Impact HZ-4: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the *Building* and the *Fire Codes*. In addition, the San Francisco Fire Department, as well as DBI, reviews the final building plans to ensure conformance with these provisions. In addition, the proposed project is not located within a fire hazard severity zone.¹¹² The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. Therefore, potential emergency response and fire hazard impacts of the proposed project would be less-than-significant.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to hazards and hazardous materials. (Less than Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity. No other project developments in the project vicinity that would contribute considerably to cumulative effects. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable hazards and hazardous materials impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (Not Applicable)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and

¹¹² California Department of Forestry and Fire Protection (CalFire), "Draft Fire Hazard Severity Areas in LRA, San Francisco (Map)," September 17, 2007.

Reclamation Act of 1975.¹¹³ This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the project site is not designated area of significant mineral deposits. No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. Therefore, significance criteria 16(a) and (b) are not applicable to the proposed project.

Impact ME-2: Implementation of the proposed project would not encourage activities which would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less than Significant)

The proposed project would include removal of the existing surface parking lot and construction of a new 12-story, 120-foot-tall, ~~112,600~~ 114,118 gsf building. Demolition and construction activities would require electricity to operate air compressors, hand tools, mobile project offices, and lighting. Construction vehicles and equipment would primarily use diesel fuel, and construction workers would use gasoline and diesel to commute. The construction activities would not result in demand for electricity or fuels greater than that for any other similar project in the region. Given this, the construction-related energy use associated with the proposed project would not be large or wasteful. Therefore, the construction-related impacts on fuel, water, or energy would be less than significant.

The operation of the proposed building would not result in the use of large amounts of fuel, water, or energy. The proposed project would use energy produced in regional power plants using hydropower and natural gas, coal, and nuclear fuels and would not use substantial quantities of other nonrenewable natural resources. The proposed project would meet, or exceed, current state and local energy conservation standards, including the City's Green Building Ordinance and Title 24 of the California Code of Regulations, enforced by DBI. While the proposed project would increase demand for energy, the project-generated demand would be typical for a project of this size and would be negligible in the context of the overall consumer demand in San Francisco and the state. Therefore, the operation of the proposed building would not result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner and impacts are considered less-than-significant.

Impact C-ME-1: The proposed project, in combination with the past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)

No known minerals exist at the project site and thus, the proposed project would not contribute to any cumulative impact on mineral resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State, and would not in and of itself require any expansion of power facilities. The City plans to reduce GHG emissions to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHG emission to 80 percent below 1990 levels by 2050 which would be achieved through a number of different strategies, including energy efficiency. Therefore, the energy demand associated with the proposed project would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. For these reasons, the proposed project, in

¹¹³ California Division of Mines and Geology, Open File Report 96-03 and Special Report 146 Parts 1 and II)

combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable mineral and energy resources impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (Not applicable)

The project site is an existing parking lot surrounded by an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the site as "Urban and Built-up Land".¹¹⁴ Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Additionally, the proposed project would not convert any forest land or timberland to non-forest use. Forest land

¹¹⁴ California Department of Conservation, "Bay Area Region Important Farmland 2004 and Urbanization 1984 – 2004 (Map)," March 2007.

is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (Public Resources Code § 12220(g)). Timberland is defined as “land, other than land owned by the federal government and land designated by the board (State Board of Forestry and Fire Protection) as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species uses to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others” (Government Code § 51104(g)). Therefore, significance criteria 18(a), (b), (c), (d), and (e) are not applicable to the proposed project.

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

As described in Section E.4, Cultural Resources, the proposed project could result in a substantial adverse change in the significance of contributors to a historic district and an archeological resource. In addition, the proposed project could disturb human remains or result in damage to, or destruction of, as yet unknown unique paleontological resource. Implementation of Mitigation Measures M-CP-1a, M-CP-1b, and M-CP-3, and M-CP-4 would reduce the impacts to less-than-significant levels. Therefore, the proposed project would not result in a significant impact through the elimination of important examples of major periods of California history or prehistory.

Both long-term and short-term environmental effects, including substantial adverse effects on human beings, associated with the proposed project would be less than significant, as discussed

under each environmental topic. Each environmental topic area includes an analysis of cumulative impacts based on land use projects, compliance with adopted plans, statutes, and ordinances, and currently proposed projects.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels. In addition, improvement measures have also been agreed to by the project sponsor to further reduce less-than-significant impacts.¹¹⁵

Mitigation Measure M-CP-1a: Construction Best Practices for Historical Architectural Resources

The project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings (contributors to historic districts and/or individually significant), including, but not necessarily limited to:

- Using techniques in removal of the parking lot, excavation, shoring, and construction that create the minimum feasible vibration;
- Appropriately shoring excavation sidewalls to prevent movement of potentially affected buildings, as necessary;
- Underpinning of foundations of potentially affected buildings, as necessary;
- Restricting the use of heavy equipment within 10 horizontal feet from potentially affected shallow foundation and basement walls; and
- The installation of ~~solid~~ soldier piles shall implement pile driving technology with less groundborne vibration than impact drivers (e.g., such as pre-drilling of piles and sonic pile drivers), where feasible.
- The installation of ~~solid~~ soldier piles and other vibratory methods shall be restricted within 25 feet of existing potentially affected buildings or at distances set to meet the maximum vibration level(s) established by the requirements in Mitigation Measure M-CP-1b, whichever is more restrictive.

Mitigation Measure M-CP-1b: Construction Monitoring Program for Historical Architectural Resources

The project sponsor shall undertake a monitoring program to minimize damage to nearby historic resource buildings (contributors to historic districts and/or individually significant) and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components: Prior to the start of any

¹¹⁵ *Agreement to Implement Mitigation and Improvement Measures*, Mason and Turk Street Residential Mixed-Use Project, Case No. 2012.0678E, ~~July 8, 2014~~ March 18, 2015. This document is on file and available for public review at the San Francisco Planning Department, as part of Case File 2012.0678E.

ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 100 feet of planned construction to document and photograph the buildings' existing conditions (e.g., crack survey). Based on the construction and conditions of the resource(s), the professional, in consultation with the Department of Building Inspection or qualified geotechnical engineer, if necessary, shall establish a maximum vibration level(s) that shall not be exceeded at each building, based on the existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 or 0.3 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard(s), the project sponsor shall monitor vibration levels at each surveyed building and shall prohibit vibration construction activities that generate vibration levels in excess of the standard(s).

Should vibration levels be observed in excess of the standard(s), construction shall be halted and alternative techniques put into practice, to the extent feasible. The professional shall conduct regular periodic inspections of each surveyed building during ground-disturbing activity on the project site. Should damage to the surveyed building(s) occur from construction activities on the project site, the surveyed building(s) shall be remediated to its' preconstruction conditions immediately following the conclusion of ground-disturbing activity on the project site.

Mitigation Measure M-CP-3: Archeological Resource Monitoring

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

Archeological monitoring plan (AMP). The archeological monitoring plan shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities

commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

Consultation with Descendant Communities: On discovery of an archeological site¹¹⁶ associated with descendant Native Americans or the Overseas Chinese an appropriate representative¹¹⁷ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of

¹¹⁶ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹¹⁷ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and the ERO and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft 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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

~~Mitigation Measure M-CP-4: Paleontological Resource Accidental Discovery~~

~~Based on the reasonable potential that paleontological resources may be present within the project site at excavation depths within the Colma formation, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on paleontological resources. Before the start of any earthmoving activities, the project sponsor shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.~~

~~If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work near the find and notify the project~~

~~sponsor and the San Francisco Planning Department. The project sponsor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines.¹¹⁸ The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.~~

Improvement Measures

Improvement Measure I-TR-1a: Implement Additional and Project-Specific Travel Demand Strategies to Reduce Vehicle Trips

The project sponsor, property owner, or official designee of the development, should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle (SOV) trips generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including, walking, bicycling, transit, car-share, carpooling, and/or other modes.

The project sponsor has agreed to implement the following TDM measures:

- **Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco), or the TDM Coordination could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.
- **Provide Transportation and Trip Planning Information to Building Occupants:**
 - *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San

¹¹⁸ Society of Vertebrate Paleontology, "Conditions of Receivership for Paleontologic Salvage Collections (final draft)," 1996, *Society of Vertebrate Paleontology News Bulletin* 166:31-32.

Francisco Bicycle and Pedestrian maps upon request. A NextMuni digital screen on-site could be a way of detailing real-time Muni transit information.

- *Current transportation information:* Provide ongoing local and regional transportation information and updates (e.g., up-to-date transit maps and schedules, maps of bicycle routes, internet links) for new and existing occupants.
- *Ride Board:* Provide a “ride board” through which residents can offer/request rides, on the Homeowners Association website and/or lobby bulletin board.
- **Bicycles:**
 - *Signage:* Ensure that the points of access to bicycle parking through elevators on the ground floor (preferred location) and the garage ramp include signage indicating the location of these facilities.
 - *Tenant Cooperation:* Encourage commercial tenants to allow bicycles in the workplace by identifying a location within the commercial space or garage for bicycle storage.
 - *Safety:* Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-1b, Loading Monitoring and Queue Abatement.
 - *Workshop:* The TDM Coordinator should provide information about and/or host a bike safety workshop conducted by a third party.
 - *Parking:* In addition, the project sponsor should provide the following amounts of bicycle parking above the *Planning Code* requirements:
 - ~~Eight additional Class 1 bicycle spaces in the ground floor bicycle room;~~
 - ~~Eight additional Class 2 bicycle spaces in the basement level, next to parking stall #8; and~~
 - As needed to meet demand, up to ~~48~~ **126** Class 1 bicycle spaces in the ~~ground floor 361 square foot storage room~~ **on the below-grade level.**
- **Car Share Access:** Ensure that points of access to car share spaces to building and non-building occupants are made convenient (e.g., signage from public right-of-way and internal lobbies).

TDM Program Monitoring

The project sponsor should collect data and make monitoring reports available for review by the Planning Department.

- **Timing:** Monitoring reports should be required to be submitted to City staff biannually (every two years) for four reporting periods. The first monitoring report is required one year after 80 percent occupancy of the units for the new building. Each trip count and survey (see below for definitions) should be completed with 90 days following the end of the applicable biannual reporting period. Each monitoring report should be completed within 180 days following the applicable biannual reporting period.
- **Components:** The monitoring report, including trip counts and surveys, should include the following components OR comparable alternative methodology and components as approved or provided by City staff:

- *Trip Count and Intercept Survey:* Trip count and intercept survey of persons arriving and leaving the building for no less than two days of the reporting period between 6 AM and 8 PM. One day should be a Tuesday, Wednesday, or Thursday, and another day should be a Saturday.^{119, 120}
- *Travel Diary or Stated Preference Survey:* The project sponsor should request in writing from City staff a one-week travel diary or stated preference survey (online or paper).¹²¹ The one-week travel diary or stated preference survey should be distributed to residents and employees of the building to supplement the trip count and intercept survey data and be deemed complete with at least a 20 percent response rate. To encourage participation, the property manager/coordinator should provide an incentive (e.g., gift card, reduced rent or homeowner association fee, etc.).
- *Property Manager/Coordinator Survey:* The project sponsor should request in writing from City staff a survey (online or paper) that should be completed by property manager/coordinator to document which TDM Program were implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.).
- *Travel Demand Information:* The above trip count and survey information should be able to provide travel demand analysis characteristics as outlined in the SF Guidelines.¹²²
- *Assistance and Confidentiality:* City staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.

Improvement Measure I-TR-1b: Loading Monitoring and Queue Abatement

The project sponsor, property owner, or official designee of the development, should monitor and ensure recurring vehicle queues do not occur on Turk Street for the proposed off-street parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

¹¹⁹ The trip count and intercept survey shall be prepared by a qualified transportation or qualified survey consultant and the methodology shall be approved by the Planning Department prior to conducting the components of the trip count and intercept survey.

¹²⁰ An example of an appropriate trip count and intercept survey can be found in the University of California, Davis, *California Smart-Growth Trip Generation Rates Study*, March 2013, available online at: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>.

¹²¹ An example of an appropriate travel diary and stated preference survey distributed are those found in the California Department of Transportation, *2010-2012 California Household Travel Survey Final Report*, June 14, 2013.

¹²² City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, or subsequent updates, if applicable.

If recurring queuing occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as those listed in Improvement Measure I-TR-1a, including additional bicycle parking, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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

Improvement Measure I-TR-1c: Coordination of Move-In and Move-Out and Activities related to Large Trucks

To ensure that residential move-in and move-out activities do not impede traffic flow on Mason Street or Turk Street, move-in and move-out operations, as well as larger deliveries that cannot be accommodated by the off-street service vehicle spaces should be scheduled and coordinated through building management.

Improvement Measure I-TR-1d: Non-Peak Construction Traffic Hours

To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, the contractor should restrict truck movements and deliveries to, from, and around the project site during peak hours (generally 7 to 9 AM and 4 to 6 PM,) or other times, as determined by San Francisco Municipal Transportation Agency and its Transportation Advisory Staff Committee.

Improvement Measure I-TR-1e: Construction Management

As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and automobiles at the Project site, the contractor should add certain measures to the required traffic control plan for Project construction. In addition to the requirements for the construction traffic control plan, the Project should include the following measures:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:

- Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands.
- Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
- Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
- Identifying a route(s) for construction-related trucks to utilize during construction.
- Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.
- Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures. Provide a project contact for such construction-related concerns.

Improvement Measure I-TR-4a: Installation of Eyebolts

As an improvement measure to reduce pole clutter on Turk Street, within one year after issuance of a building permit for the subject project, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether it would be appropriate to install eyebolts in the new building to support SFMTA's overhead wire system.

Improvement Measure I-TR-4b: Pedestrian Improvements

As the improvement measure to improve accessibility for pedestrians in the project vicinity, within one year after issuance of a building permit for the subject project, the project sponsor should contact the San Francisco Municipal Transportation Agency in writing to fund a curb ramp for pedestrians heading south across Turk Street from the west side of Mason Street.

Improvement Measure I-AQ-2: Construction Emissions Minimization

- A. *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor should submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan should detail project compliance with the following requirements:
1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities should meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines should be prohibited;

- b) All off-road equipment should have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).¹²³
- c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor should submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
 - iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor should provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A.

Table A – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the requirements of A(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

* Alternative fuels are not a VDECS.

- 2. The project sponsor should require the idling time for off-road and on-road equipment

¹²³ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs should be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

3. The project sponsor should require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
 4. The Plan should include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting should indicate the type of alternative fuel being used.
 5. The Plan should be kept on-site and available for review by any persons requesting it and a legible sign should be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor should provide copies of Plan to members of the public as requested.
- B. *Reporting.* Quarterly reports should be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor should submit to the ERO a final report summarizing construction activities. The final report should indicate the start and end dates and duration of each construction phase. For each phase, the report should include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting should include the actual amount of alternative fuel used.

- C. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Improvement Measure I-AQ-4a: Best Available Control Technology for Diesel Generators

All diesel generators should have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

Improvement Measure I-WS-1: Wind Reduction on New Rooftop Deck

To reduce wind and improve usability on the new rooftop deck, the project sponsor should provide wind screens or landscaping along the north and west perimeter of the new rooftop deck. Suggestions include *Planning Code* compliant porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) as opposed to a solid surface.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on February 4, 2013, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Comments regarding physical environmental effects were related to: (1) loading and (2) traffic; and (3) light and air on adjacent buildings. In addition, a commenter had concerns about the (4) lack of parking proposed in the project. All of these comments have been addressed under the topics in Section E, Evaluation of Environmental Effects under the following topics: comment (1), (2), and (4) under topic 4, Transportation and Circulation, and comment (3) under topic 8, Wind and Shadow.

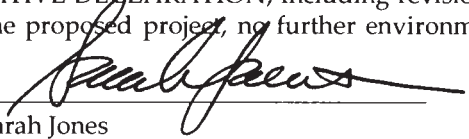
H. COMMENTS RECEIVED IN RESPONSE TO PMND

A "Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration" was mailed on July 9, 2014, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. One comment letter was received. Comments regarding physical environmental effects were related to: (1) population and housing; and (2) cumulative transportation impacts. All of these comments have been addressed under the topics in Section E, Evaluation of Environmental Effects under the following topics: comment (1) under topic 2, Population and Housing, and comment (2) under topic 4, Transportation and Circulation.

~~H. I.~~ DETERMINATION
H. DETERMINATION

On the basis of this Initial Study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ 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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE July 8, 2014

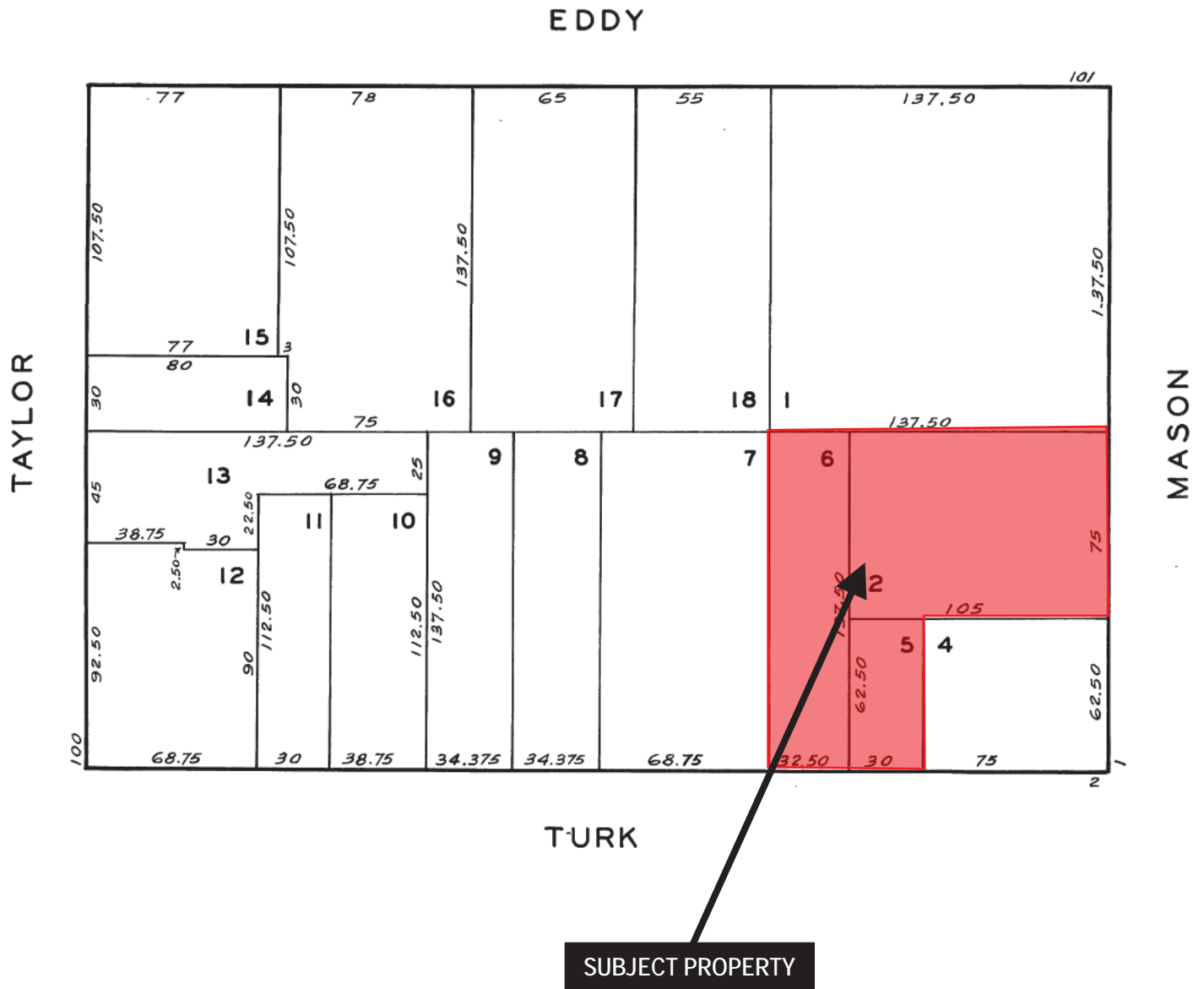
F. J. INITIAL STUDY PREPARERS

Authors:

Planning Department, City and County of San Francisco
Environmental Planning Division
165 Mission Street, Suite 400
San Francisco, CA 94103

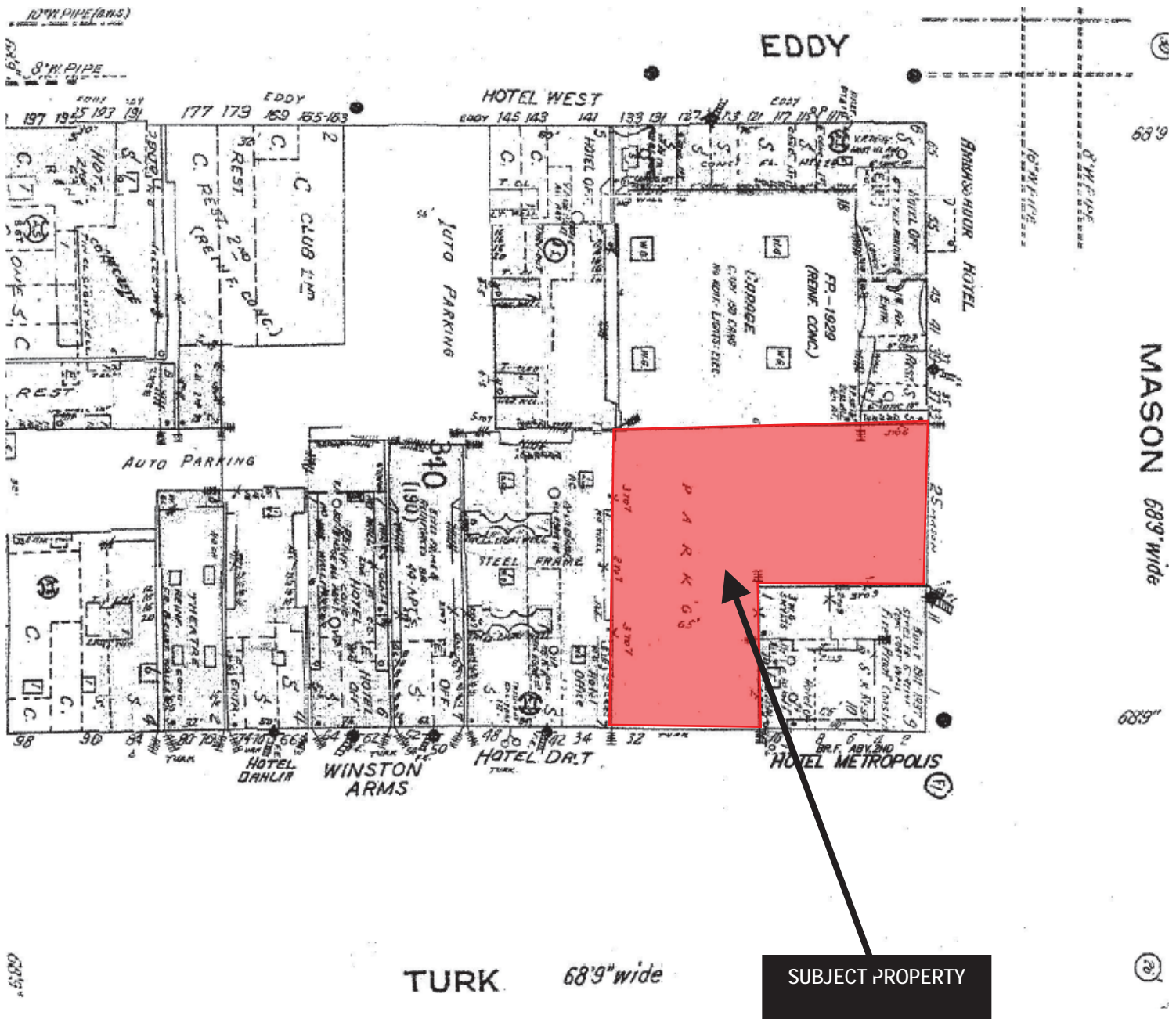
Environmental Review Officer: Sarah Jones
Senior Environmental Planner: Rick Cooper
Environmental Planner: Wade Wietgreffe
Preservation Planner: Gretchen Hilyard
Archeologist: Allison Vanderslice

Parcel Map



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

Sanborn Map*

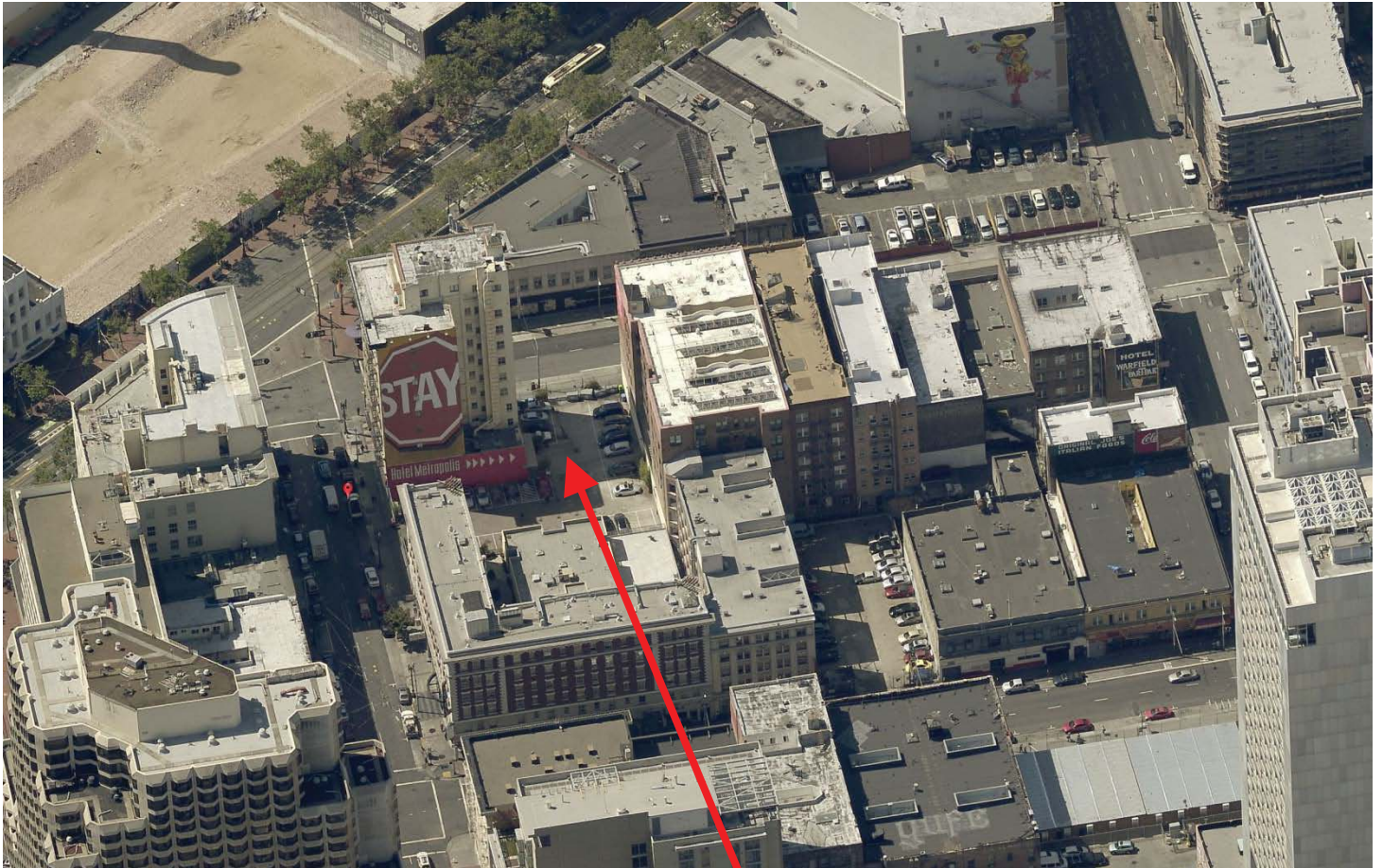


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

Aerial Photo

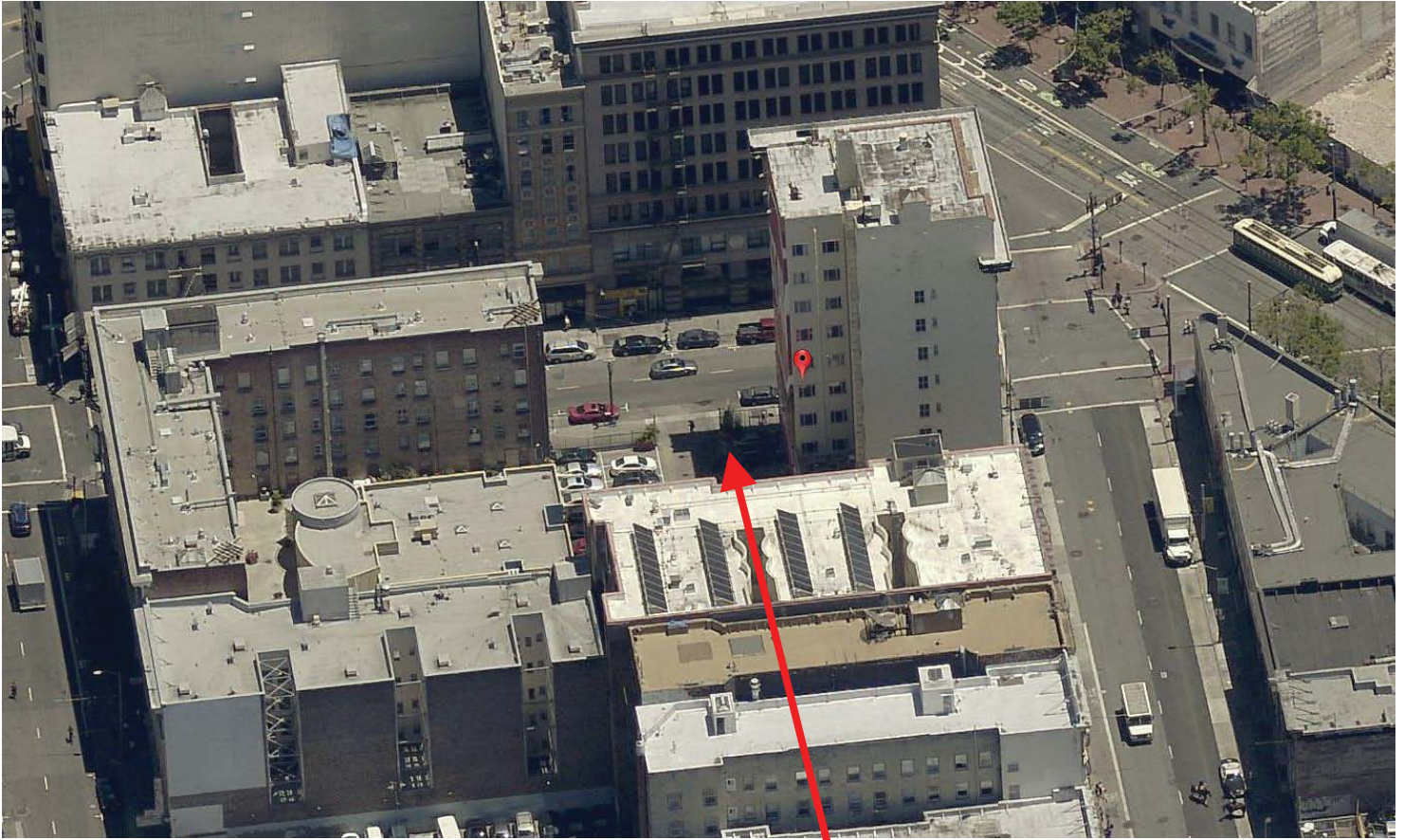


SUBJECT PROPERTY



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

Aerial Photo



SUBJECT PROPERTY



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

Aerial Photo

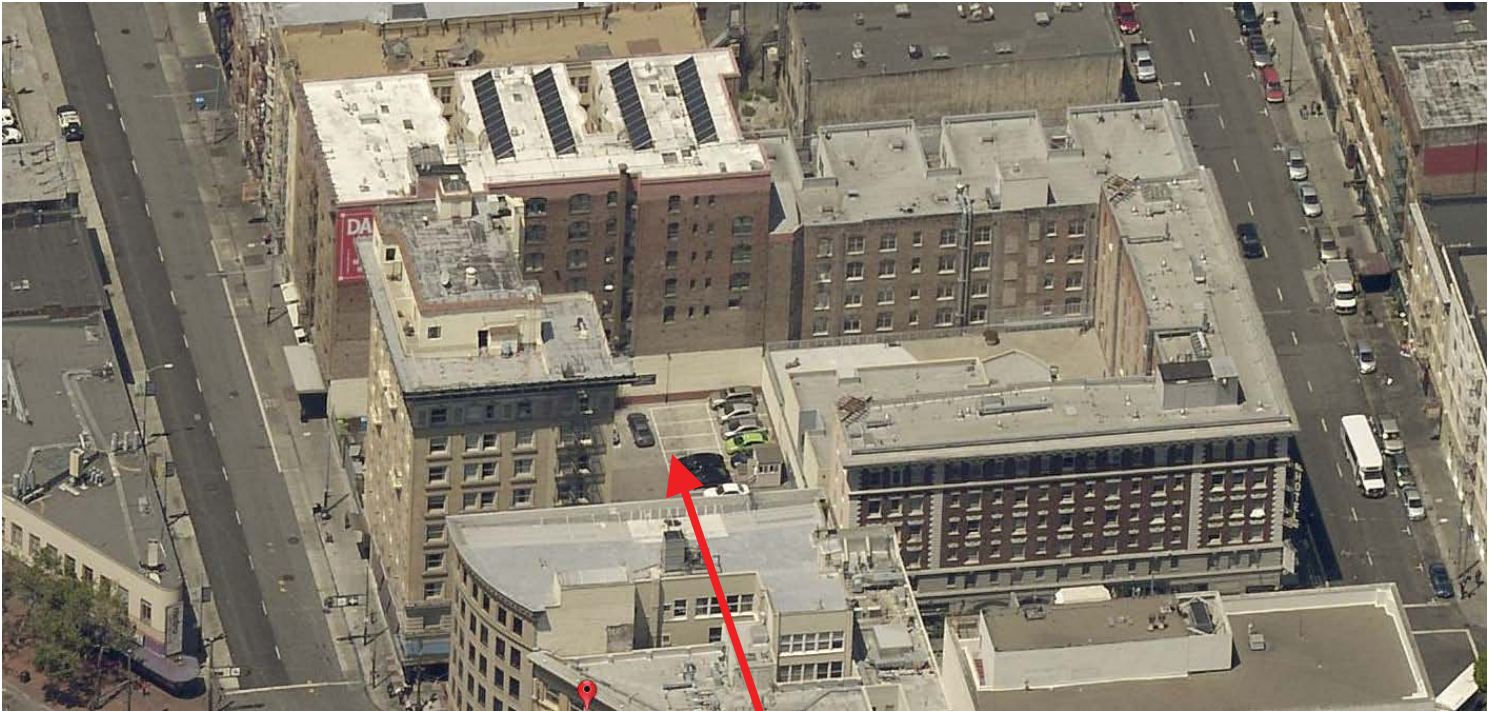


SUBJECT PROPERTY



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

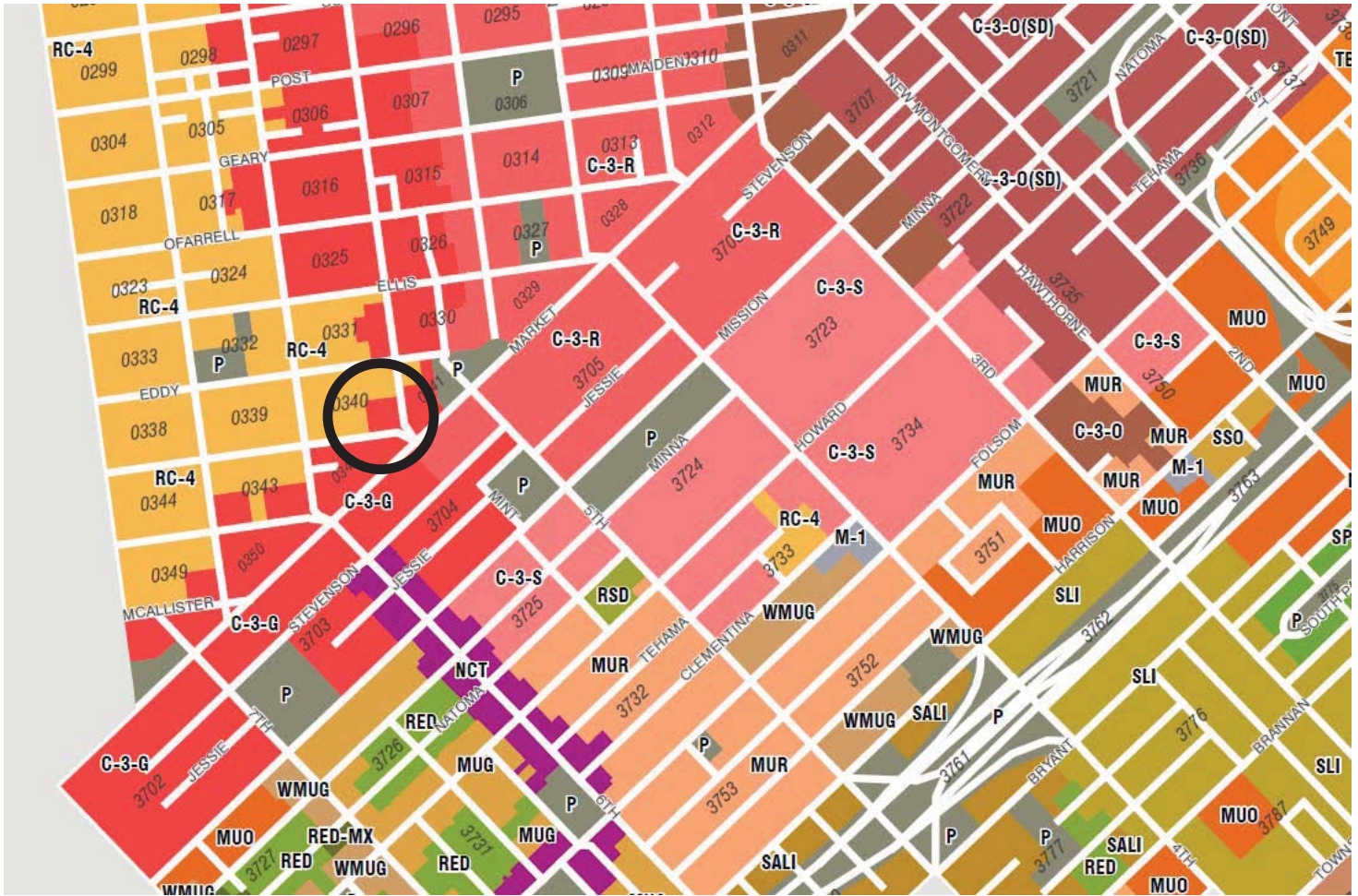
Aerial Photo



SUBJECT PROPERTY

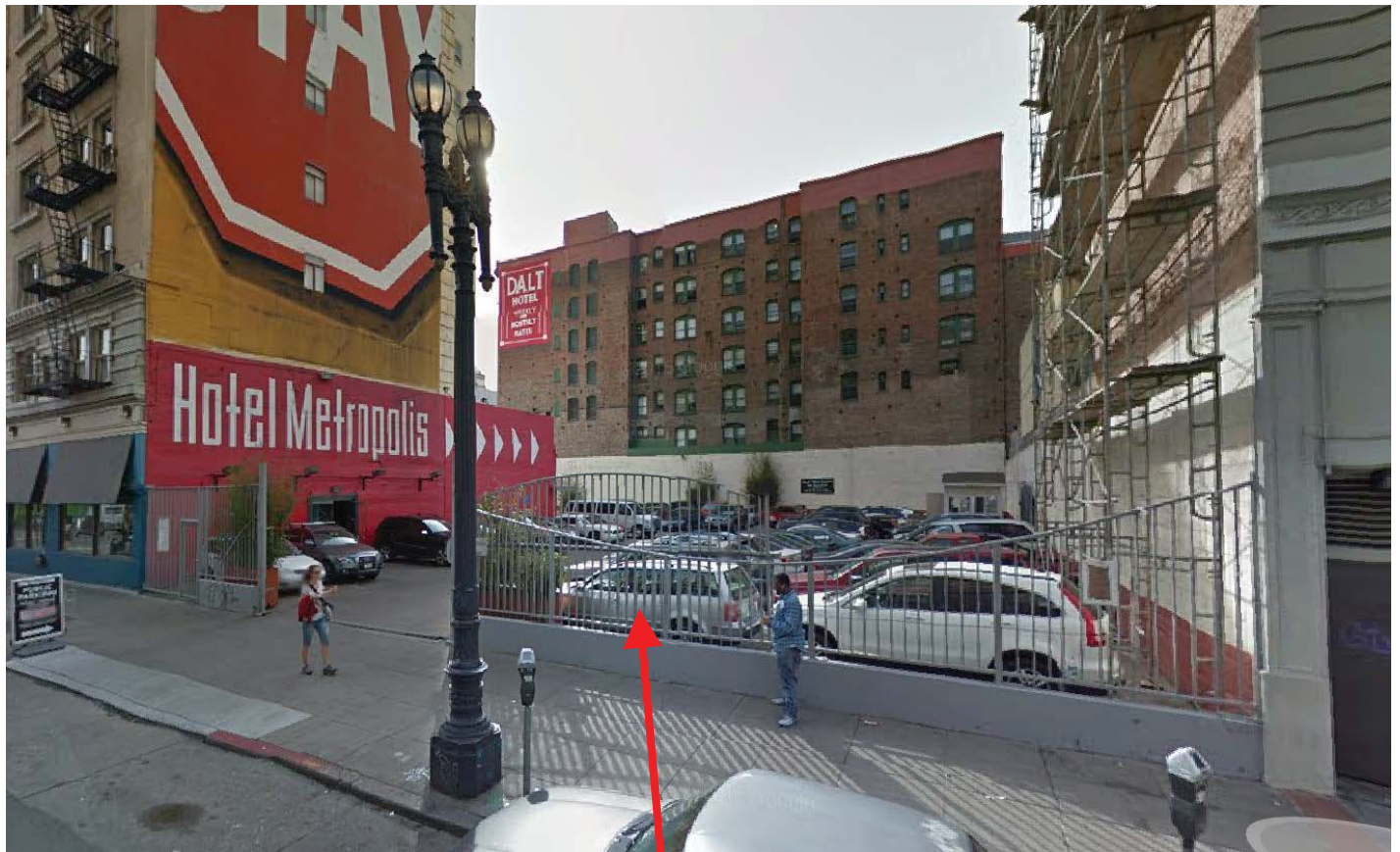


Zoning Map



Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

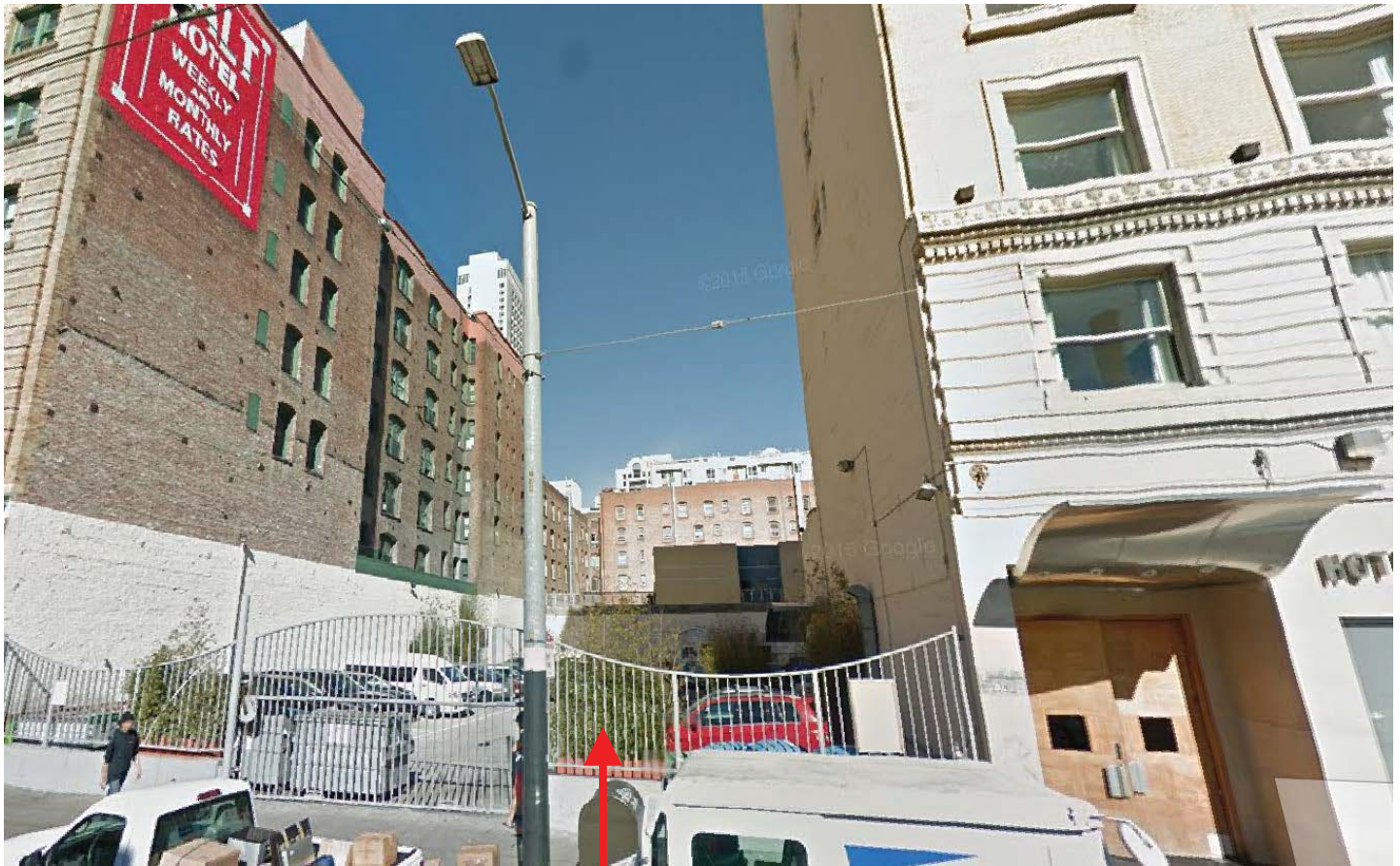
Site Photo



SUBJECT PROPERTY
MASON STREET FRONTAGE

Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)

Site Photo



SUBJECT PROPERTY
TURK STREET FRONTAGE

Downtown Project Authorization Hearing
Case Number 2012.0678E!KUVX
19-25 Mason Street (aka 2-16 Turk Street)



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

To: Applicants subject to Planning Code Section 415: Inclusionary
Affordable Housing Program

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

All projects that involve five or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

¹ California Civil Code Section 1954.50 et.al.

Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

January 23, 2015

Date

I, Victoria Yu, do hereby declare as follows:

- a. The subject property is located at (address and block/lot):

19-25 Mason Street

Address

0340/002, 005, 006

Block / Lot

- b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

The Planning Case Number and/or Building Permit Number is:

2012.0678

Planning Case Number

Not yet filed.

Building Permit Number

This project requires the following approval:

- ☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
- ☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Elizabeth Watty

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- ☐ Yes (if yes, please indicate Tier) _____
- ☒ No

This project is exempt from the Inclusionary Affordable Housing Program because:

- ☐ This project uses California Debt Limit Allocation Committee (CDLAC) funding.
- ☐ This project is 100% affordable.

- c. This project will comply with the Inclusionary Affordable Housing Program by:

- ☒ Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).
- ☐ On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

- d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☐ **Rental.** Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
- ☐ Development or density bonus or other public form of assistance.
- ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

- e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

- f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

- g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.
Executed on this day in:

San Francisco, CA

Location

January 23, 2015

Date

Signature

Victoria Yu, Director of Project Development

Name (Print), Title

cc: Mayor's Office of Housing
Planning Department Case Docket
Historic File, if applicable
Assessor's Office, if applicable

(415) 881-4489

Contact Phone Number

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
155	0	43	79	33	0

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- ☐ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

- ☐ Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

- ☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.

2. On-Site _____ % of affordable housing requirement.

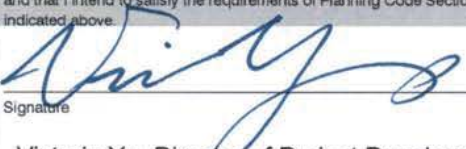
NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name	Company Name
American Pacific International Capital, Inc.	
Print Name of Contact Person	Print Name of Contact Person
Victoria Yu	
Address	Address
5 Thomas Mellon Circle, Suite 305	
City, State, Zip	City, State, Zip
San Francisco, CA 94134	
Phone, Fax	Phone, Fax
(415) 881-4489, (415) 814-0849	
Email	Email
vyu@apicincus.com	
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
	
Signature	Signature
Victoria Yu, Director of Project Development	
Name (Print), Title	Name (Print), Title

REUBEN, JUNIUS & ROSE, LLP

March 23, 2015

President Rodney Fong
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

**Re: 19-25 Mason Street
Planning Case No. 2012.0678X
Hearing Date: April 16, 2015
Our File No.: 6966.06**

Dear President Fong and Commissioners:

This office represents American Pacific International Capital, Inc., the Project Sponsor ("Sponsor") of a proposed mixed-use development at 19-25 Mason Street (the "Property"). The Project would provide significant new housing and new neighborhood retail services by replacing a surface parking lot with an attractive new mixed-use building containing 155 residential units and two ground floor retail spaces along Mason and Turk Streets (the "Project").

The Sponsor respectfully requests that the Planning Commission grant a Downtown Project Authorization to allow the Project to proceed. We look forward to presenting the Project to you on April 16, 2015.

A. Surrounding Neighborhood

The Property is an "L"-shaped parcel, which wraps around the existing Metropolis Hotel (owned by the Project Sponsor) with street frontages on Turk Street and Mason Street. The property is currently used as a 63-space surface parking lot. The building to the north of the property is the six-story Ambassador Hotel and the building to the west is the seven-story Dalt Hotel, both owned by the Tenderloin Neighborhood Development Corporation ("TNDC"). The Property is across Turk Street from the currently-proposed 120-foot tall hotel and residential development at 950 Market Street.

B. Project Description

The Project proposes to demolish the existing surface 63-space parking lot and construct an attractive, 12-story, 120-foot (plus penthouse) tall mixed-use residential and retail building. The Project would include a total of 155 dwelling units, as well as two

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin
Sheryl Reuben¹ | David Silverman | Thomas Tunny | Jay F. Drake | John Kevlin
Lindsay M. Petrone | Melinda A. Sarjapur | Kenda H. McIntosh | Jared Eigerman^{2,3} | John McInerney III²

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubentlaw.com

ground floor retail spaces: an 1,890 square foot space on Mason Street and a 935 square foot space on Turk Street, which will provide neighborhood-serving commercial space and activate the street.

Due to the Property's adjacency to two TNDC hotels, the Project Sponsor worked closely with TNDC to design the Project in a way that is sensitive to those two buildings and their residents. The result is a Project that provides a 25 foot setback along much of the shared property line with the Ambassador Hotel, and a 20 foot setback along much of the shared property line with the Dalt Hotel (25 feet when combined with the existing lightwell at the Dalt).

Open space in the Project would be provided at a grade level yard along the north property line, a podium level along the west property line, 93 private balconies, and a 3,100 square foot common roof deck. One below-grade parking level would be accessed from Turk Street, providing 68 off-street parking spaces for the residents of the building.

The design of the building incorporates horizontal breaks in the form of private balconies along the street frontage. The façade is a brick veneer cladding in warm colors, brown/tan on the lower and upper stories with a reddish color on the middle section. The Property is located in the Tenderloin National Historic District, and the building has been determined to be consistent with the district.

C. Summary of Project Benefits

The Project will provide significant benefits to the City, including the following:

- **Provides smart infill development.** The Project will construct an attractive new mixed-use residential and retail development on an underutilized site that is within easy walking distance of numerous forms of public transit. The Project is less than one block from Market Street, a major rail and bus transit corridor that provides convenient access from the property to neighborhoods throughout the City, East Bay, and Peninsula.
- **Adds 155 new dwelling units to the City's housing stock.** San Francisco is suffering from a housing shortage that has resulted in pent-up demand and an undesirable escalation in rental and for-sale housing prices. The Project would construct 155 new dwelling units.
- **Eliminates a surface parking lot.** The Project would eliminate the type of surface parking that is discouraged by current Planning Department policy and

replace it with an attractive, architecturally interesting development and landscaping, including new street trees.

- **Reduces vehicle movement in the area.** The Project only slightly increases the number of parking spaces on the site, replacing a 63-space surface parking lot with a 68-space underground lot. Instead of serving short-term parking needs with frequent entry and exit of vehicles, the parking would serve only the residents of the Project, who would likely predominantly walk, bike or take public transportation to commute rather than using their vehicles. The Project would eliminate the large 22 foot curb cut running along Mason Street frontage and reduce the existing curb cut on Turk Street, from 19 feet to 12 feet (which will also eliminate a conflict with a MUNI bus stop on Turk Street). Therefore, the Project would reduce traffic on the surrounding streets and decrease the risk of accidents involving cars entering and exiting from the curb cut on Mason Street.
- **Improves neighborhood safety.** The Property is presently occupied by a surface parking lot. The addition of both ground floor neighborhood-serving retail and the residents for 155 units will activate the sidewalk, provide eyes on the street, and generally increase the safety of the neighborhood. The 935-square-foot retail space on Turk Street is modest in size, making it more accessible to a local, neighborhood-serving retailer. Further, APIC will coordinate with TNDC and the Tenderloin Housing Clinic to identify appropriate retailers that serves the community.
- **Creates jobs.** In the short-term, the Project will create construction jobs. In the long-term, the new ground floor retail spaces will create full and part-time positions, many of which are anticipated to be filled by local residents.

D. Required Project Approvals.

The Project requires approval of a Downtown Project Authorization under Planning Code Section 309. As part of this approval, the Project seeks the following exceptions:

- **Rear Yard.** Due to the unique configuration of the Property, the Project does not provide a traditional rear yard but rather provides a comparable amount of open space provided at the ground floor at the northwest corner of the Property. Starting at grade level along the north property line and the second floor along the west property line, the Project's open space forms a wide "L"-shaped open space ranging from 20 to 25 feet in depth.

- **Wind.** The Project requires a minor exception to Planning Code Section 148. The Project does not create any wind hazards, and it causes a net increase of two street level exceedances of the comfort criterion. The percentage of time when the comfort criterion is exceeded is 13% before and after the Project, and in fact, overall wind speeds will decrease by 0.2% after the Project. Virtually all large downtown buildings require an exception to Section 148. This Project is no different, and, in the words of the wind consultant for the Project, the wind conditions “generally remained the same when compared to existing conditions.”
- **Off-Street Loading.** The Project also requires an exception from the off-street loading requirement. One full-sized space is required, but instead two services vehicle spaces are provided. These spaces are adequate for the Project. The Project also includes a mitigation measure that requires the Property owner to coordinate move-in and move-out activities in order to avoid disruption of traffic flow on Mason and Turk Street. Finally, there is a 75-foot passenger loading zone along the Metropolis Hotel’s Turk Street frontage and two 75 foot commercial loading zones along Mason Street.

E. Community Outreach

The Project Sponsor has hosted general community meetings as well as meetings with the residents of the Ambassador and Dalt Hotels to present the Project to the neighborhood. The Project Sponsor has agreed to a number of conditions to protect the tenants of the adjacent hotels, including limiting construction hours, providing ionizing air filters, and paying for temporary relocation for tenants that have medical conditions that require heightened protection from construction activities. A comprehensive agreement is being prepared between APIC and TNDC and we expect TNDC’s support by the time the Planning Commission considers the Project.

The Project Sponsor has gone out their way to ensure the Project is compatible with the neighborhood and incorporates community input, and as a result, the Project will be a positive addition to the neighborhood.

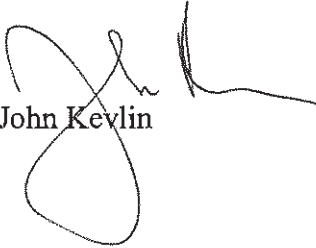
F. Conclusion

The Project would create an attractive new mixed-use residential and retail building on an underutilized site that currently has a surface parking lot. Its ground-floor retail spaces would activate the adjacent street frontage and create a safer atmosphere for nearby residents

and pedestrians, as well as provide new jobs. In addition, the Project would add 155 desirable new housing units serving a range of housing needs to the City's housing stock. For these reasons and those listed in the Downtown Project Application, we urge you to support this Project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP


John Kevlin

cc: Vice-President Cindy Wu
Commissioner Michael Antonini
Commissioner Rich Hillis
Commissioner Christine Johnson
Commissioner Kathrin Moore
Commissioner Dennis Richards
Jonas P. Ionin – Commission Secretary
John Rahaim – Planning Director
Scott Sanchez – Zoning Administrator
Elizabeth Watty – Project Planner
Victoria Yu – American Pacific International Capital, Inc.

CONCEPT DESIGN PACKAGE

This package reflects Arquitectonica's responses to the comments
received from the Planning Department on December 19, 2014

ARQUITECTONICA

818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON STREET

SAN FRANCISCO, CA 94102

March 19, 2015



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA

March 19, 2015

VIEW FROM MASON ST & TURK ST INTERSECTION

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.

AERIAL VIEWS



ADJACENT BUILDINGS



AMBASSADOR HOTEL



DALT HOTEL



DALT HOTEL



HOTEL METROPOLIS CORNICE

ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA
March 19, 2015



PROJECT DATA

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.

PROJECT DATA

LEVEL	HEIGHT	USE	RESIDENTIAL UNIT TYPE																												UNIT TOTALS	GROSS BUILDING FLOOR AREA (SF)	
			Studio						1 BR										1 BR + Den				2 BR										
		Net Unit Area (SF)	350	360	450	460	500	640	435	460	480	495	515	530	540	545	590	625	585	660	600	625	635	735	765	785	795	835	840	860			1155
		Average Size (SF)	460						538										649				911										
B1	12'-0"	Parking / Storage / MEP																															
1	14'-1 1/2"	Residential / Lobby / Retail / MEP						1											1				2	1								5	
2	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2					1	1	1			14	
3	9'-7 1/2"	Residential	1	1	2				1	1		1		1							1	2					1	1	1			14	
4	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2					1	1	1			14	
5	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2					1	1	1			14	
6	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2					1	1	1			14	
7	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2					1	1	1			14	
8	9'-7 1/2"	Residential			2	1	1						2		1		1			1	1	2						1	1			14	
9	9'-7 1/2"	Residential			2	1	1						2		1	1					1	2			1			1	1			14	
10	9'-7 1/2"	Residential			2	1	1						2		1		1				1	2			1			1	1			14	
11	9'-7 1/2"	Residential	1	1	2				2		1	1							1		1	2			1			1				14	
12	9'-7 1/2"	Residential			2																1	2				1				1	1	1	10
ROOF	14'-0"	Enclosed Recreational Space																															
	120'-0"	Total Count per Area	2	2	22	8	8	1	3	1	1	2	16	1	8	1	7	1	1	1	11	22	2	1	2	1	8	11	8	1	1	1	155
		Total Net Unit Area (SF)	700	720	9,900	3,680	4,000	640	1,305	460	480	990	8,240	530	4,320	545	4,130	625	585	660	6,600	13,750	1,270	735	1,530	785	6,360	9,185	6,720	860	1,155	1,250	92,710
		Total Count per Type	43						43										36				33										
		Unit Type Percentage of Total	28%						28%										23%				21%								100%		

AVERAGE UNIT SIZE: 595 SF

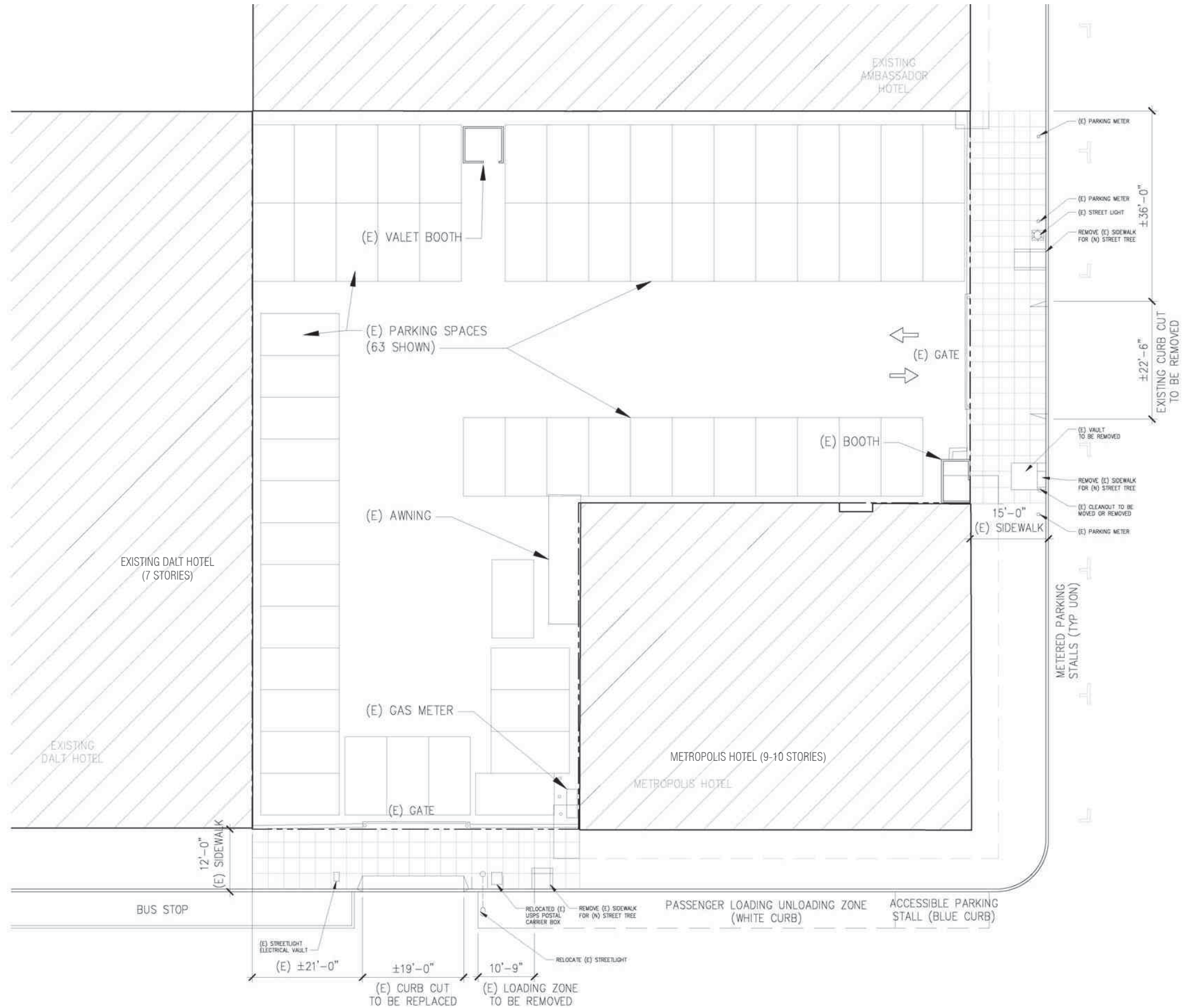
LEVEL	BUILDING FLOOR AREA	FAR - GSF EXCLUSIONS PER PLANNING CODE								FLOOR GSF
		102.9.b(1) - BASEMENT (STORAGE OR SERVICES FOR BUILDING OPERATION)	102.9.b(3) - ROOF PENTHOUSES (ELEVATOR & MECH EQUIPMENT)	102.b(4) - MEP EQUIPMENT AT INTERMEDIATE FLOORS	102.9.b(6) - PARKING	102.9.b(7) - BICYCLE PARKING	102.9.b(10) - ELEVATOR SHAFTS & LIFE SUPPORT SYSTEMS - LEVEL 1 & BASEMENT	102.9.b(12) - GROUND FLOOR CIRCULATION & BUILDING SERVICE	102.9.b(13) - RETAIL	
ROOF	2,638	0	1,738	0	0	0	0	0	0	900
12	9,210	0	0	101	0	0	0	0	0	9,109
11	9,210	0	0	101	0	0	0	0	0	9,109
10	10,015	0	0	101	0	0	0	0	0	9,914
9	9,895	0	0	101	0	0	0	0	0	9,794
8	9,885	0	0	101	0	0	0	0	0	9,784
7	10,015	0	0	101	0	0	0	0	0	9,914
6	10,015	0	0	101	0	0	0	0	0	9,914
5	10,015	0	0	101	0	0	0	0	0	9,914
4	10,015	0	0	101	0	0	0	0	0	9,914
3	9,532	0	0	101	0	0	0	0	0	9,431
2	10,015	0	0	101	0	0	0	0	0	9,914
1	11,580	0	0	0	1,500	1,080	0	1,570	2,825	4,605
B	13,757	1,335	0	0	10,520	0	0	0	0	1,902
TOTAL	135,797	1,335	1,738	1,111	12,020	1,080	0	1,570	2,825	114,118

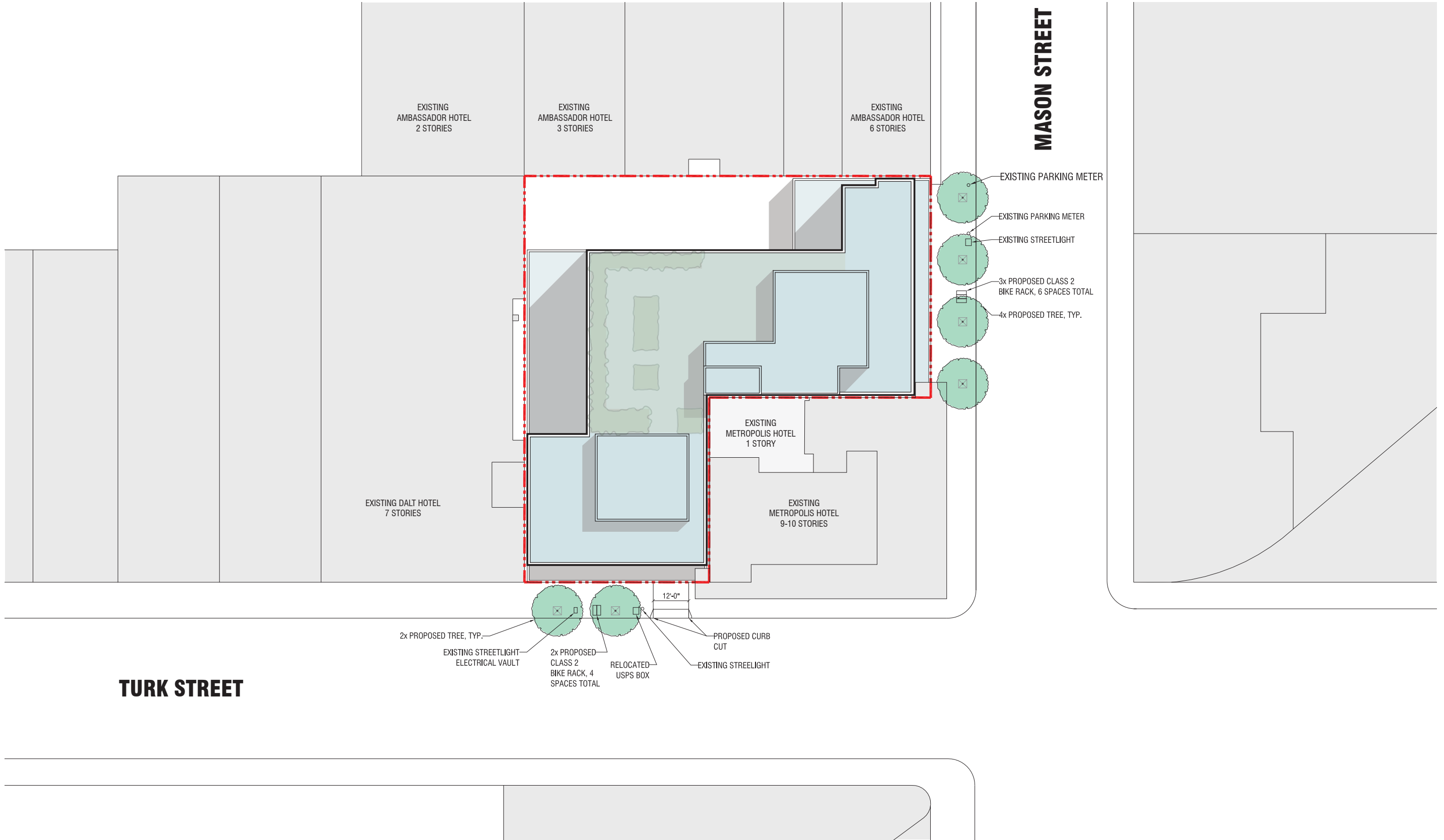
- NOTES:
1. BUILDING FLOOR AREA MEASURED FROM EXTERIOR FACE OF EXTERIOR WALLS
 2. SEE FLOOR PLANS FOR GRAPHIC REPRESENTATION OF AREAS EXCLUDED FROM GSF

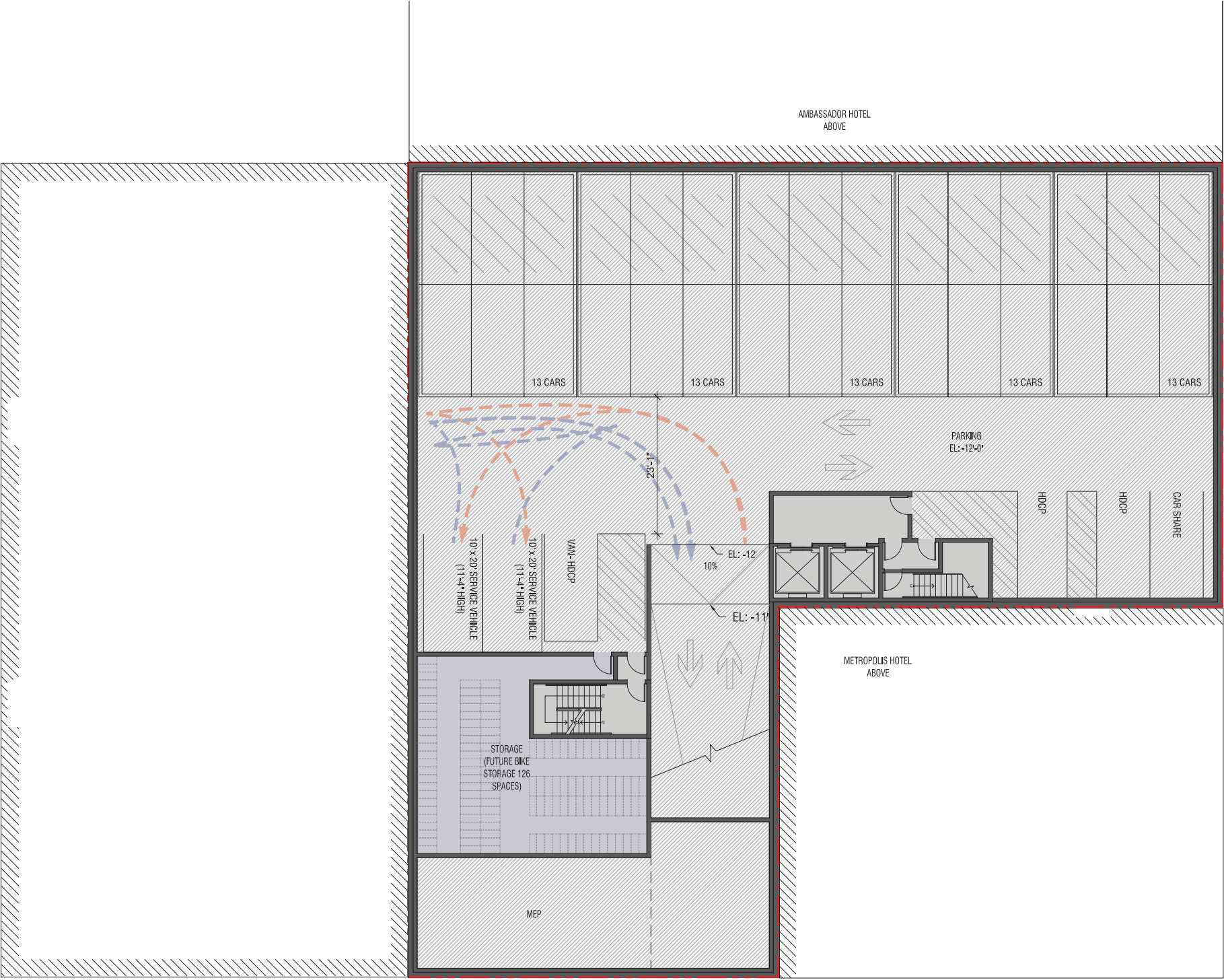
OPEN SPACE SUMMARY		
COMMON OPEN SPACE CALCULATION:		
UNITS W/ PRIVATE OPEN SPACE (36 SF MIN):	93	
REMAINING UNITS (required common open space):	62	
COMMON OPEN SPACE REQUIRED:	62 units x 48 SF/Unit =	2,976 SF
COMMON OPEN SPACE PROVIDED:	3,100 SF ROOF TERRACE	
	3,100 SF	TOTAL SF

BICYCLE PARKING SUMMARY			
Class 1	Use	Required Spaces	Provided Spaces
	Residential (1/Unit) for first 100 units	100	122
	Residential (0.25/Unit) for after 100 units	14	
Class 2	Residential (155/20)	8	6 on racks along Market St. 4 on racks along Turk St. 10 Total
	Retail	2	

126 additional Class 1 spaces will be provided in the storage room on level B1 as part of the Enhanced TDM Program.







PARKING, 69 TOTAL:
65 SPACES IN STACKERS
3 HDGP SPACES
1 CARSHARE SPACE

2 SERVICE VEHICLES

AREA EXCLUDED FROM FAR









AREA EXCLUDED FROM FAR



0 5' 10' 20'





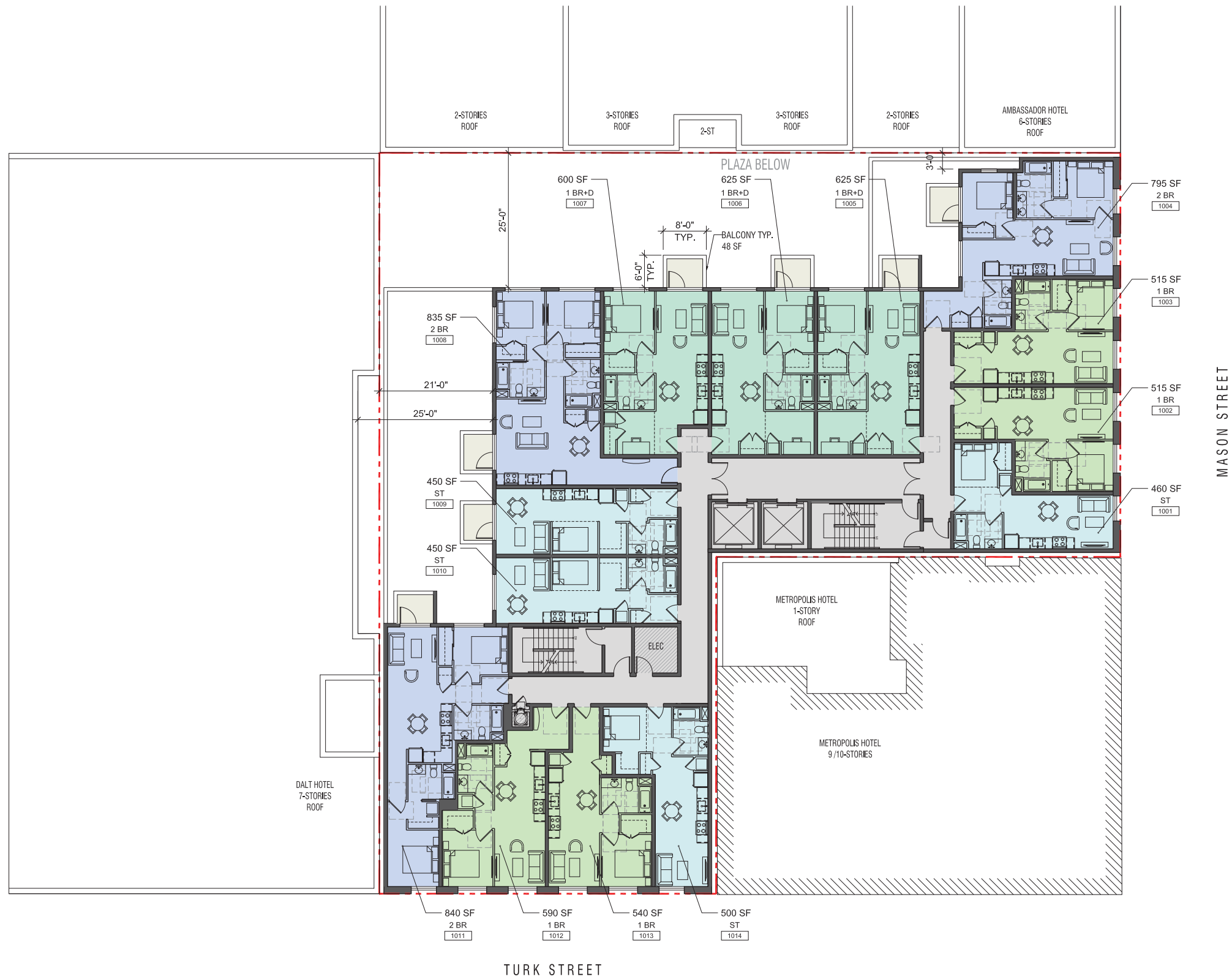


AREA EXCLUDED FROM FAR









AREA EXCLUDED FROM FAR





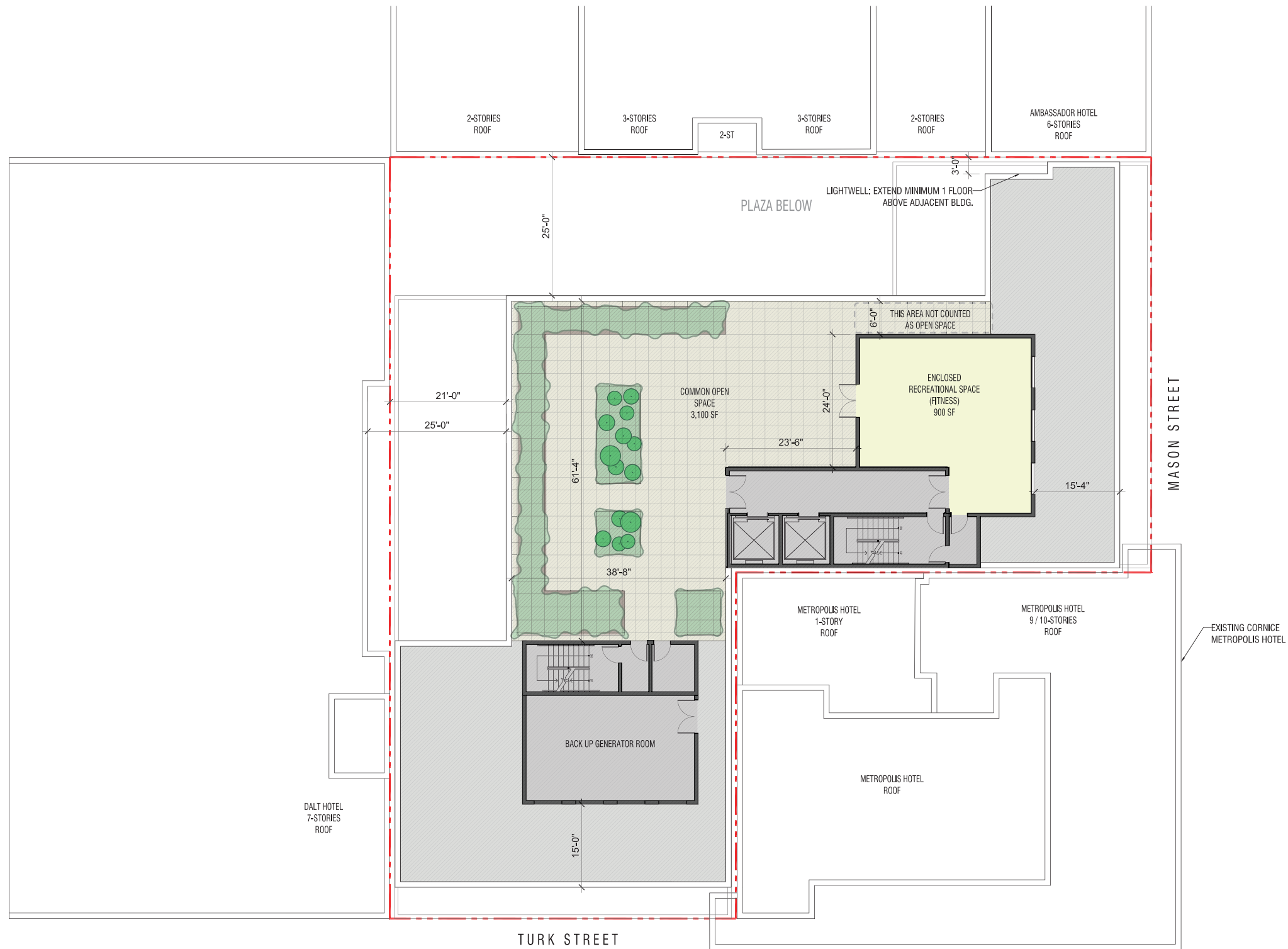
AREA EXCLUDED FROM FAR





AREA EXCLUDED FROM FAR







ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA

March 19, 2015

MASON ST ELEVATION



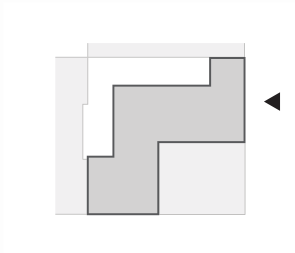
ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA

March 19, 2015

TURK ST ELEVATION

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

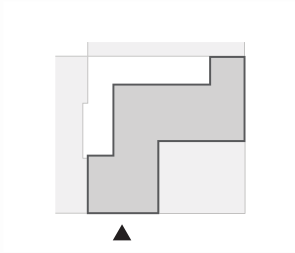
25 MASON ST SAN FRANCISCO, CA

March 19, 2015

0 5' 10' 20'

MASON ST ELEVATION

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.



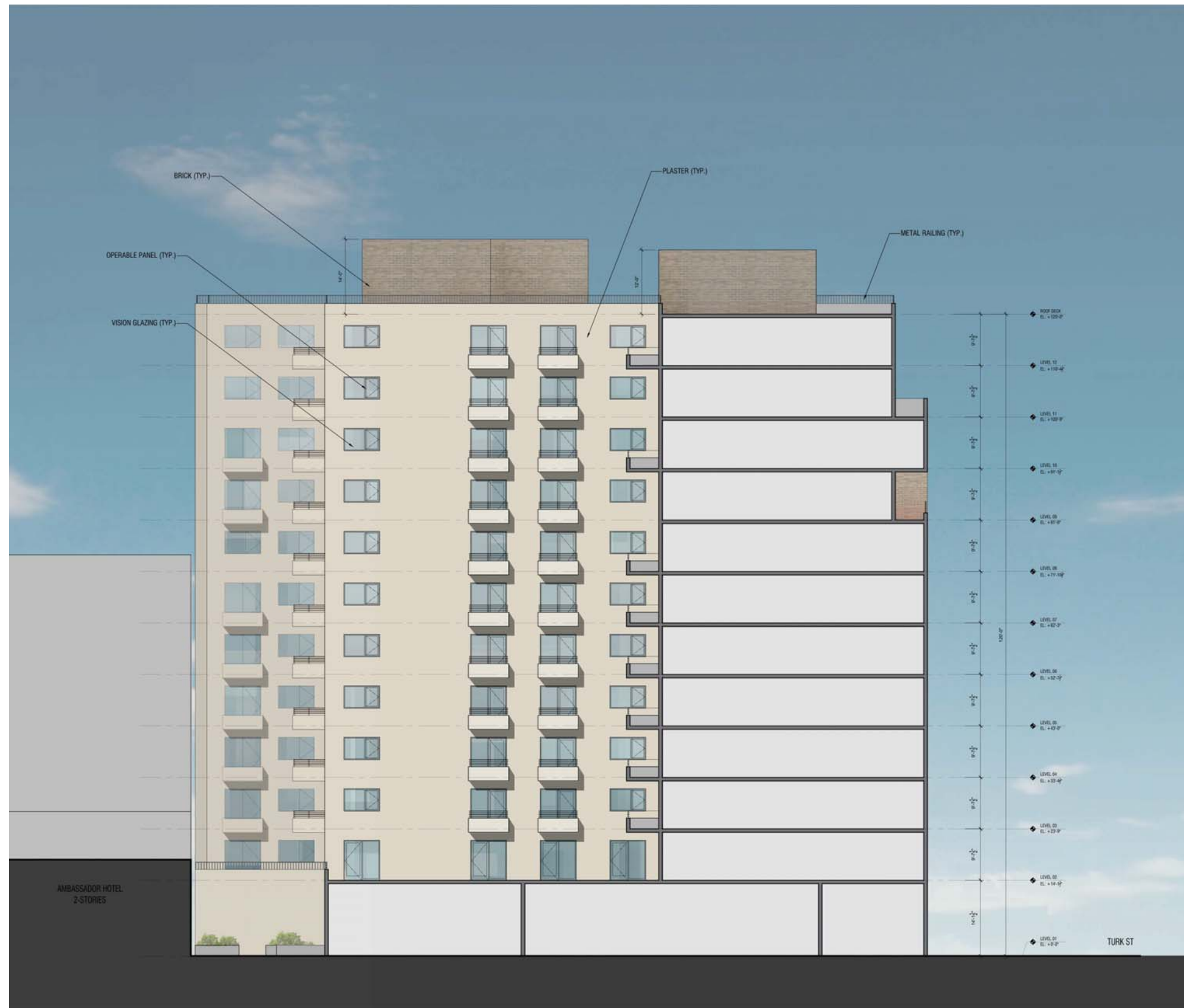
ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

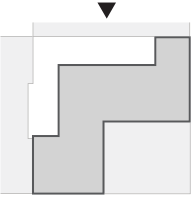
25 MASON ST SAN FRANCISCO, CA
March 19, 2015

0 5' 10' 20'

TURK ST ELEVATION

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.





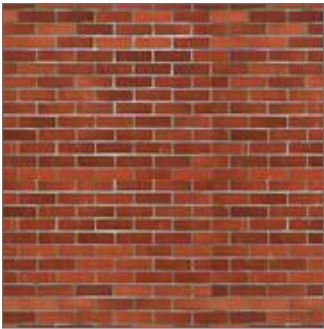
ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA

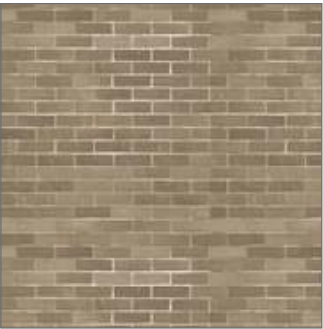
March 19, 2015

0 5' 10' 20'

NORTH ELEVATION



BRICK - DARK | B1



BRICK - LIGHT | B1



STONE | S1



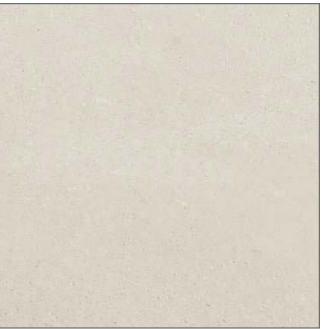
VISION GLAZING | G1



SPANDREL GLAZING | G2



WINDOW FRAME, METAL PANEL,
METAL RAILING | M1



PLASTER | P1



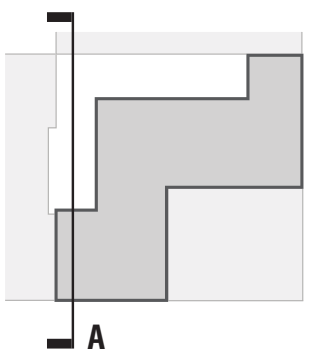
ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA
March 19, 2015

0 5' 10' 20'

BUILDING MATERIALS

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

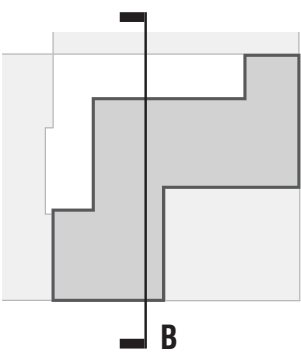
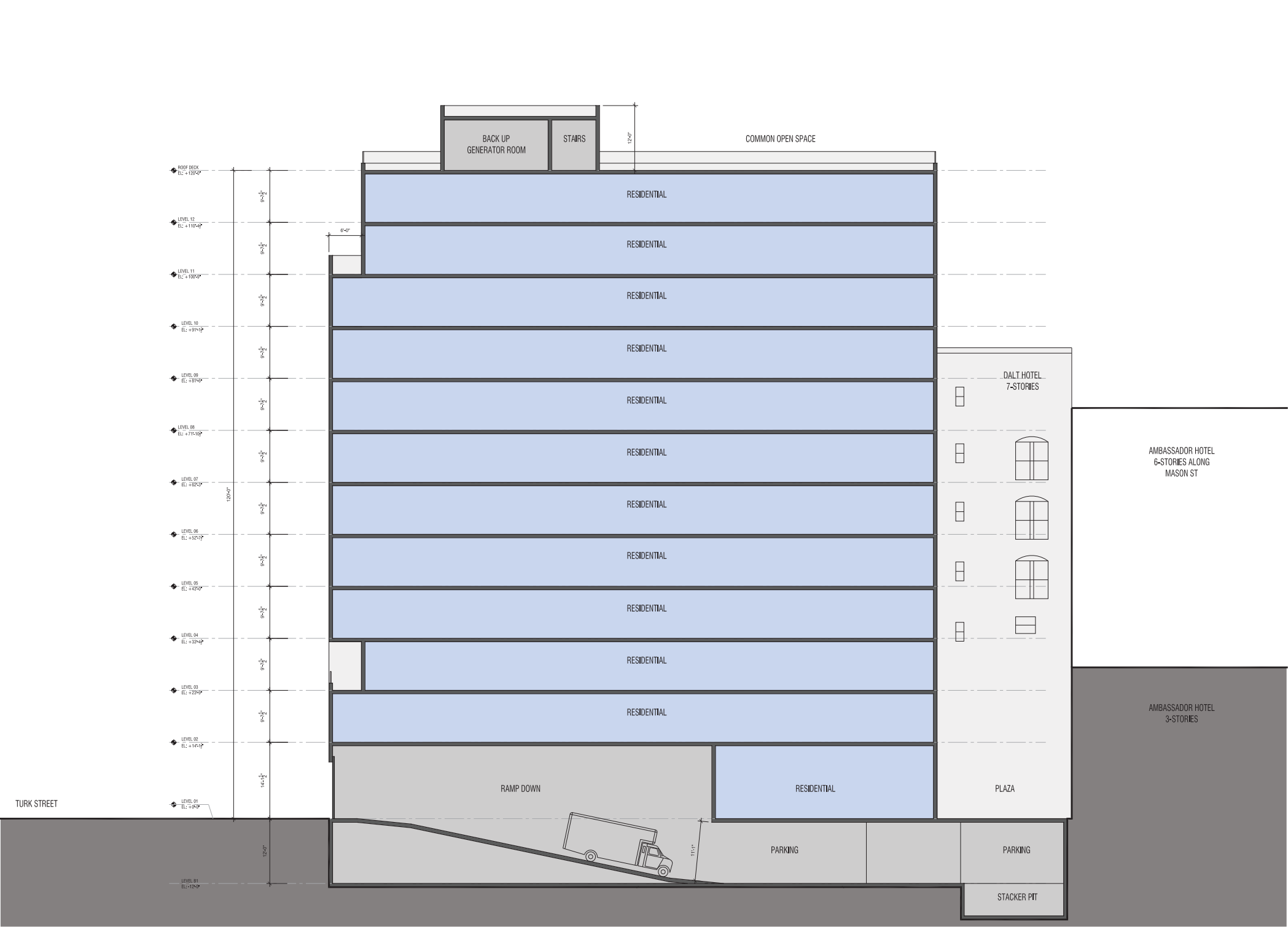
25 MASON ST SAN FRANCISCO, CA

March 19, 2015



SECTION A

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA
March 19, 2015

0 5' 10' 20'

SECTION B

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.



ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

25 MASON ST SAN FRANCISCO, CA
March 19, 2015

0 5' 10' 20'

SECTION C

No copies, transmission, reproductions or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express written permission of ARQUITECTONICA International. All designs indicated in these drawings are property of ARQUITECTONICA International. All copyrights reserved (c) 2015.

