SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PUBLIC NOTICE
Availability of Notice of Preparation of an Environmental Impact Report and Community Plan Exemption Checklist

Date:	May 21, 2014
Case No.:	2011.1374E
Project Title:	800 Indiana Street Project
Project Address:	800 Indiana Street
Zoning/Plan Area:	Urban Mixed Use (UMU) District 58-X Height and Bulk District Central Waterfront Subarea of the Eastern Neighborhoods Rezoning and Area Plan
Block/Lot:	4105/009
Lot Size:	108,386 square feet (approximately 2.49 acres)
Project Sponsor	AvalonBay Communities, Inc. Joe Kirchofer, Development Director (415) 284-9082 or Joe_Kirchofer@avalonbay.com
Lead Agency:	San Francisco Planning Department
Staff Contact:	Rachel Schuett – (415) 575-9030 or rachel.schuett@sfgov.org

A notice of preparation (NOP) of an environmental impact report (EIR) and Community Plan Exemption (CPE) checklist has been prepared by the San Francisco Planning Department in connection with this project. The NOP and CPE are available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (http://tinyurl.com/sfceqadocs). CDs and paper copies are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street (call (415) 575-9030).

PROJECT DESCRIPTION

The proposed 800 Indiana Street Project (project) is a multi-family residential project that would develop up to 338 residential units on a 2.49-acre project site on Assessor's Block 4105/Lot 009 which occupies most of the block surrounded by 20th Street to the north, 22nd Street to the south, the elevated Interstate 280 (I-280) to the west, and Indiana Street to the east, in the Central Waterfront Subarea of the Eastern Neighborhoods Rezoning and Area Plan.

The project would demolish one 78,240-gross-square-foot (gsf) steel-frame industrial warehouse building (owned by the San Francisco Opera) and construct three separate five-story, approximately 58-foot-tall,

multi-family residential buildings totaling 273,743 gsf of residential use with ground-floor amenities. Up to 230 parking spaces would be provided within a one-level subterranean parking garage, accessible from Indiana Street. A total of 37,775 gsf of publicly-accessible, common, and private open space would be developed throughout the site.

The proposed project also includes two streetscape improvement variants, and a third variant would include a dog park.

PUBLIC SCOPING PROCESS

The Planning Department has determined that a focused EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

As part of the public scoping process, written comments will be accepted until 5:00 p.m. on June 19, 2014. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street. (Call (415) 575-9030).

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR and CPE when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact Rachel Schuett at (415) 575-9030.

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

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Staff Contact:	Rachel Schuett – (415) 575-9030 or rachel.schuett@sfgov.org

PROJECT SUMMARY

The proposed 800 Indiana Street Project (project) would develop multi-family residential buildings on a 2.49-acre project site on Assessor's Block 4105/Lot 009 which occupies most of the block surrounded by 20th Street to the north, 22nd Street to the south, the elevated Interstate 280 (I-280) to the west, and Indiana Street to the east, in the Central Waterfront Subarea of the Eastern Neighborhoods Rezoning and Area Plan. The project would demolish one 78,240-gross-square-foot (gsf) steel-frame industrial warehouse building (owned by the San Francisco Opera) and construct three separate five-story, approximately 58-foot-tall, multi-family residential buildings including up to 338[1] residential units, with ground-floor amenities, totaling 273,743 gsf of residential uses. Up to 230 parking spaces would be provided within a one-level subterranean parking garage, accessible from Indiana Street. A total of 37,775 gsf of publicly-accessible, common, and private open space would be developed throughout the site.

The proposed project also includes two streetscape improvement variants as options that could be implemented by the City in cooperation with the project sponsor and other property owners along Indiana Street; these variants include the Hybrid Streetscape Plan, and the Linear Park Streetscape Plan. An additional variant is also proposed (unrelated to the first two variants). This third variant would

[1] The proposed project analyzes 338 units as the maximum potential development for the project site.

create a dog park beneath the 20th Street overpass, in the public right-of-way on the northern end of the project site. A complete description of the proposed project, including a detailed description of the proposed project's regional and local context, planning process and background, as well as a discussion of requested project approvals is included in this document. An evaluation of the potential environmental effects of project implementation, in the form of a Community Plan Exemption (CPE) Checklist, follows the project description.

REMARKS

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

This document evaluates the potential project-specific environmental effects peculiar to the 800 Indiana Street Project, and incorporates by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final EIR (Eastern Neighborhoods FEIR) (Case No. 2004.0160E; State Clearinghouse No. 2005032048), which is the underlying EIR for the proposed project. Project-specific studies summarized in this determination were prepared for the proposed project to determine if there would be any additional potentially significant impacts attributable to (i.e., "peculiar" to) the proposed project. The CPE Checklist contained in this document identifies the potential environmental impacts of the proposed project and indicates whether such impacts were addressed in the Eastern Neighborhoods FEIR or if particular topics are to be further evaluated in an EIR to be prepared for the proposed project per Section 15183(b).

The following CPE Checklist assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR for the following issue topics: land use and land use planning; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise; air quality; greenhouse gas emissions; wind; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; mineral and energy resources; and agriculture and forest

resources. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods Area Plan FEIR as well as an evaluation of potential environmental effects of the proposed project are provided in the CPE Checklist, below. In addition, the CPE Checklist identifies mitigation measures contained in the FEIR that would be applicable to the proposed 800 Indiana Street Project.

BACKGROUND

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods Area Plan) was adopted in December 2008. The Eastern Neighborhoods Area Plan was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods Area Plan also included changes to existing height and bulk districts in some areas, including the project site.

During the Eastern Neighborhoods Area Plan adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods FEIR by Motion 17659[2] and adopted the Preferred Project for final recommendation to the Board of Supervisors.[3]

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods FEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Area Plan, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the FEIR.

A major issue in the Eastern Neighborhoods Area Plan rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the

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[2] *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E, or at: http://www.sfgov.org/site/planning_index.asp?id=67762.

[3] San Francisco Planning Commission Motion 17659, August 7, 2008. http://www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf.

Eastern Neighborhoods FEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods Area Plan, the project site has been rezoned to Urban Mixed Use (UMU). The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed in Section 1, Land Use and Planning in the attached CPE Checklist. The project site is located within the Central Waterfront Subarea of the Eastern Neighborhoods, which retained existing residential uses, and created two new residential extensions which converted land zoned for heavy industrial uses to allow for housing and commercial (retail) activity. The height limits in the Central Waterfront Subarea were raised in a variety of locations, such as along primary vehicular routes and in areas with existing taller buildings.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 800 Indiana Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods FEIR. This determination also finds that the Eastern Neighborhoods FEIR adequately anticipated and described the impacts of the proposed 800 Indiana Street project, and identified the mitigation measures applicable to the 800 Indiana Street project; except in the areas of Cultural and Paleontological Resources, and Shadow where impacts 'peculiar' to the project might occur. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[4,5]

ENVIRONMENTAL REVIEW TOPICS

The Planning Department has determined that the proposed project is in conformance with the height, use, and density for the site described in the Eastern Neighborhoods FEIR. However, the proposed project could result in potentially significant environmental effects not covered in the Eastern Neighborhoods FEIR per Section 15183(b). As required by CEQA, an EIR will be prepared to examine these effects, identify mitigation measures for potentially significant impacts, and analyze whether proposed mitigation measures would reduce the significant environmental impacts to less-than-significant levels. The EIR will also analyze alternatives to the proposed project that could substantially reduce or eliminate one or more significant impacts of the proposed project but could still feasibly attain most of the basic project objectives.

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[4] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 800 Indiana Street, April 8, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1374E.

[5] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 800 Indiana Street, May 5, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1374E.

The EIR will be focused to address, at a minimum, the following topics:

- Cultural and Paleontological Resources; and
- Shadow.

The CPE Checklist included in this document covers the following topics, which are not anticipated to be addressed in the EIR: land use and land use planning, aesthetics, population and housing, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agriculture and forest resources. These topics may, however, be covered in the EIR if it is later determined that the proposed project could result in potentially significant environmental effects not covered by the Eastern Neighborhoods FEIR per Section 15183.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State *CEQA Guidelines*, Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

PUBLIC SCOPING PROCESS

The San Francisco Planning Department will accept written comments by mail, email, or fax until 5:00 p.m. on June 19, 2014. Written comments should be sent to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Fax comments can be sent to (415) 558-6409.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

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May 20, 2014
Date

V Wise for
Sarah B. Jones
Environmental Review Officer

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Community Plan Exemption Checklist

Case No.:	**2011.1374E**
Project Address:	**800 Indiana Street**
Zoning:	Urban Mixed Use (UMU) District 58-X Height and Bulk District
Block/Lot:	4105/009
Lot Size:	108,386 square feet
Plan Area:	Eastern Neighborhoods Area Plan
Project Sponsor:	Joe Kirchofer, Development Director (415) 284-9082 AvalonBay Communities, Inc.
Staff Contact:	Rachel Schuett (415) 575-9030, Rachel.Schuett@sfgov.org

PROJECT DESCRIPTION:

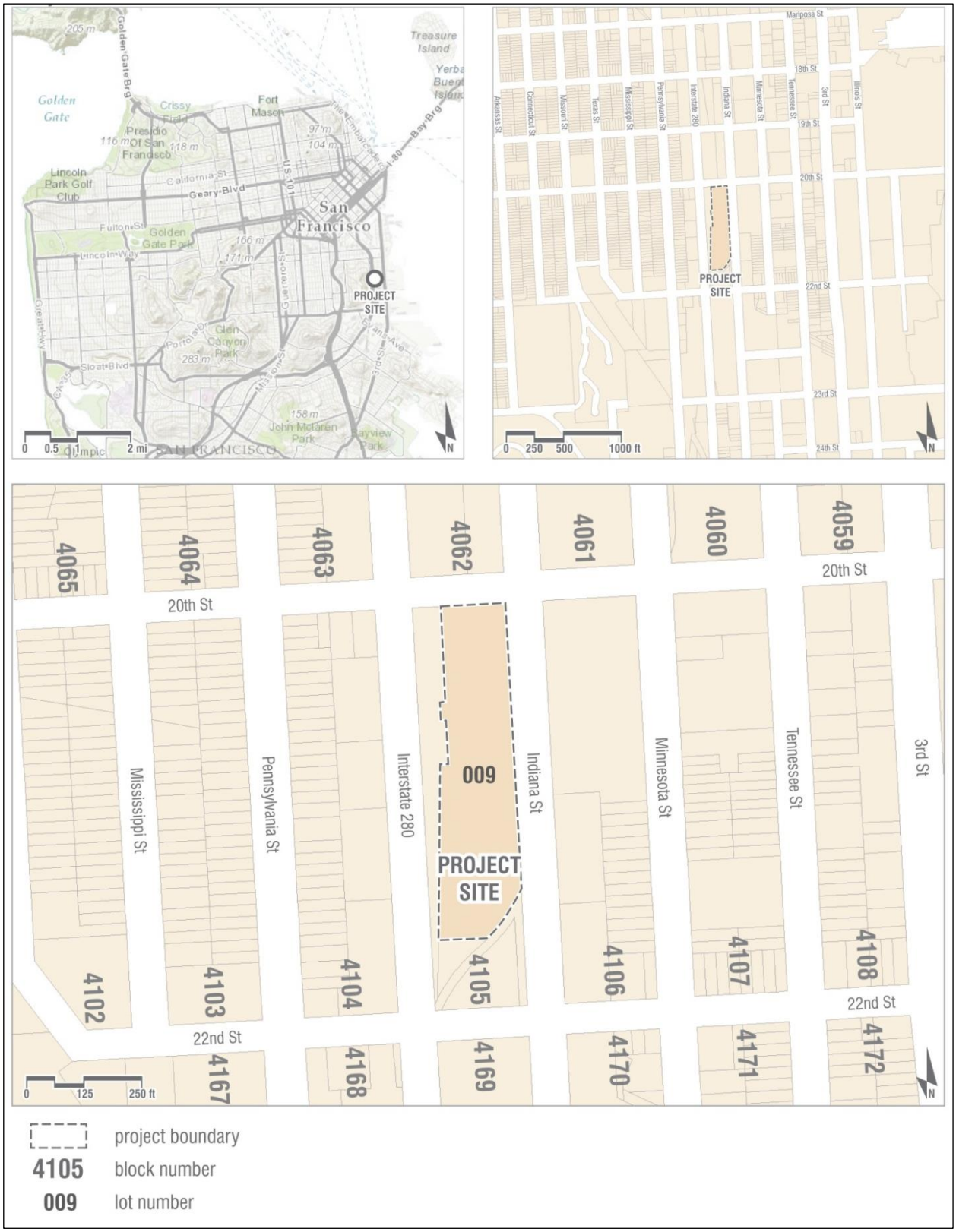
The project sponsor, AvalonBay Communities, Inc., proposes to demolish an existing 78,240-gross-square-foot (gsf), steel-frame industrial warehouse that is owned by the San Francisco Opera, at 800 Indiana Street in San Francisco; and construct a five-story, approximately 58-foot-tall (excluding a 12-foot-tall mechanical penthouse), multi-family residential development, composed of three separate buildings (totaling 273,743 gsf of residential uses) on the site. The proposed project would include a maximum of 338[1] residential units, ground-floor residential amenities, and a one-level 11-foot-tall underground parking garage, for a total of approximately 441,183 gsf of development on the project site. The proposed project also includes two streetscape improvement variants as options that could be implemented by the City in cooperation with the project sponsor and other property owners along Indiana Street; these variants include the Hybrid Streetscape Plan, and the Linear Park Streetscape Plan. A third variant includes a plaza/dog park. This section presents a detailed description of the project location, setting, and components.

Project Location and Setting

Local Setting

The project site is located at 800 Indiana Street, between 20th and 22nd Streets (Assessor's Block 4105, Lot 009), which is a part of the Dogpatch Neighborhood in the southeast quadrant of San Francisco (see Figures 1 and 2). The project site is bound by the 50-foot-tall 20th Street ramp to the north, the Esprit Park residential development and light industrial uses to the east, a warehouse used as a photography studio to the south, and the 35-foot-tall Interstate 280 (I-280) overpass to the west. The San Francisco Recreation and Parks Department property, Esprit Park, is the closest public open space to the project site, which is located north of 20th Street, and east of Indiana Street.

[1] The proposed project analyzes 338 units as the maximum potential development for the project site.



Source: Compiled by AECOM in 2013

Figure 1 **Project Location**

Source: Compiled by AECOM in 2013

Figure 2 **Project Site**

Existing Site Character

The project site is a generally level and irregularly shaped parcel, measuring approximately 140 feet in width and 730 feet in length, with a less than one percent grade from north to south, and totaling approximately 2.49 acres (108,386 square feet), with a frontage of approximately 606 linear feet along Indiana Street. The site is fully developed, occupied primarily by a 78,240-gsf two-story, approximately 50-foot-tall one-story warehouse built in 1926. The warehouse is a steel-frame and metal clad structure that is used by the San Francisco War Memorial Opera House (Opera House) for storage and costume/stage design. One off-street Americans with Disabilities Act (ADA)-accessible parking space is on the project site, four loading entrances for Opera House storage access are along Indiana Street, and five existing curb cuts are in front of the warehouse, along Indiana Street. The southernmost curb cut/driveway also provides truck access to the rear of the building. There are approximately 27 trees along the Indiana Street frontage of the project site, mostly clusters of small trees (4 to 8 inches in diameter). Of these trees, five are larger in diameter (16 to 22 inches), including four Monterey pine trees and one river birch grove tree. Little to no vegetation and no open space exist on the project site.

The property at 998 Indiana Street, the adjacent parcel to the south, has a fence line that encroaches onto the project site. The area inside this fence line is used as a driveway and parking spot for the triangular-shaped warehouse on the 998 Indiana site. The 998 Indiana Street property has its own vehicular access, via a curb cut and driveway; however, from time to time, vehicles accessing either 800 Indiana Street or 998 Indiana Street drive across the property line to access one of the properties, or to perform turning maneuvers.

General Plan Land Use Designation and Zoning

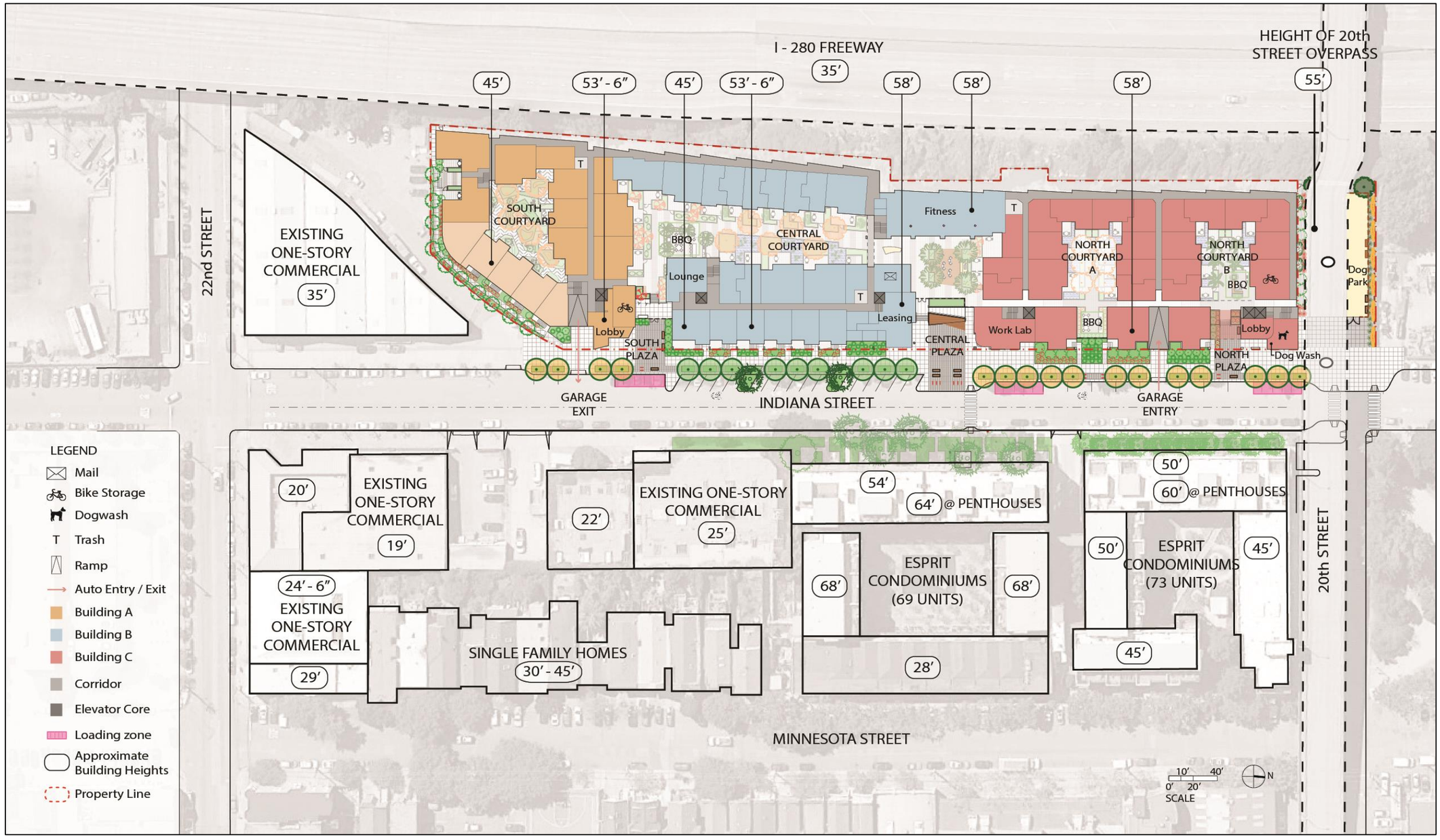
The project site is within the Urban Mixed-Use (UMU) Zoning District. Per the San Francisco General Plan (General Plan), UMU is a land use designation intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrial-zoned area. This designation is also intended to serve as a buffer between residential uses and Production, Distribution, and Repair (PDR) uses in the Eastern Neighborhoods. The project site is located within the Central Waterfront Area of the Eastern Neighborhoods Area Plan.

The Eastern Neighborhoods Area Plan was adopted in December 2008, in part to support residential mixed-use development in some areas previously zoned for industrial uses, and also to preserve adequate space for existing and future PDR employment and businesses. The Eastern Neighborhoods Area Plan also included changes to existing height and bulk designations in some areas, including the project site at 800 Indiana Street.

During the Eastern Neighborhoods Area Plan adoption phase, the San Francisco Planning Commission held public hearings to consider the various aspects of the proposed area plans, and San Francisco Planning Code (Planning Code) and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Environmental Impact Report by Motion No. 176591[2] and adopted the Preferred Project for final recommendation to the Board of Supervisors.

The project site is located in a 58-X Height and Bulk District, which would subject the proposed development to a 58-foot height limit. The "X" denotes no building bulk requirements. The proposed project would be within the height and bulk limits, and residential use is permitted within UMU.

[2] San Francisco Planning Department. 2008. Eastern Neighborhoods FEIR. Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400, or at http://www.sf-planning.org/index.aspx?page=1893.



Source: AvalonBay Communities, Inc. 2014

Figure 3 **Proposed Site Plan**

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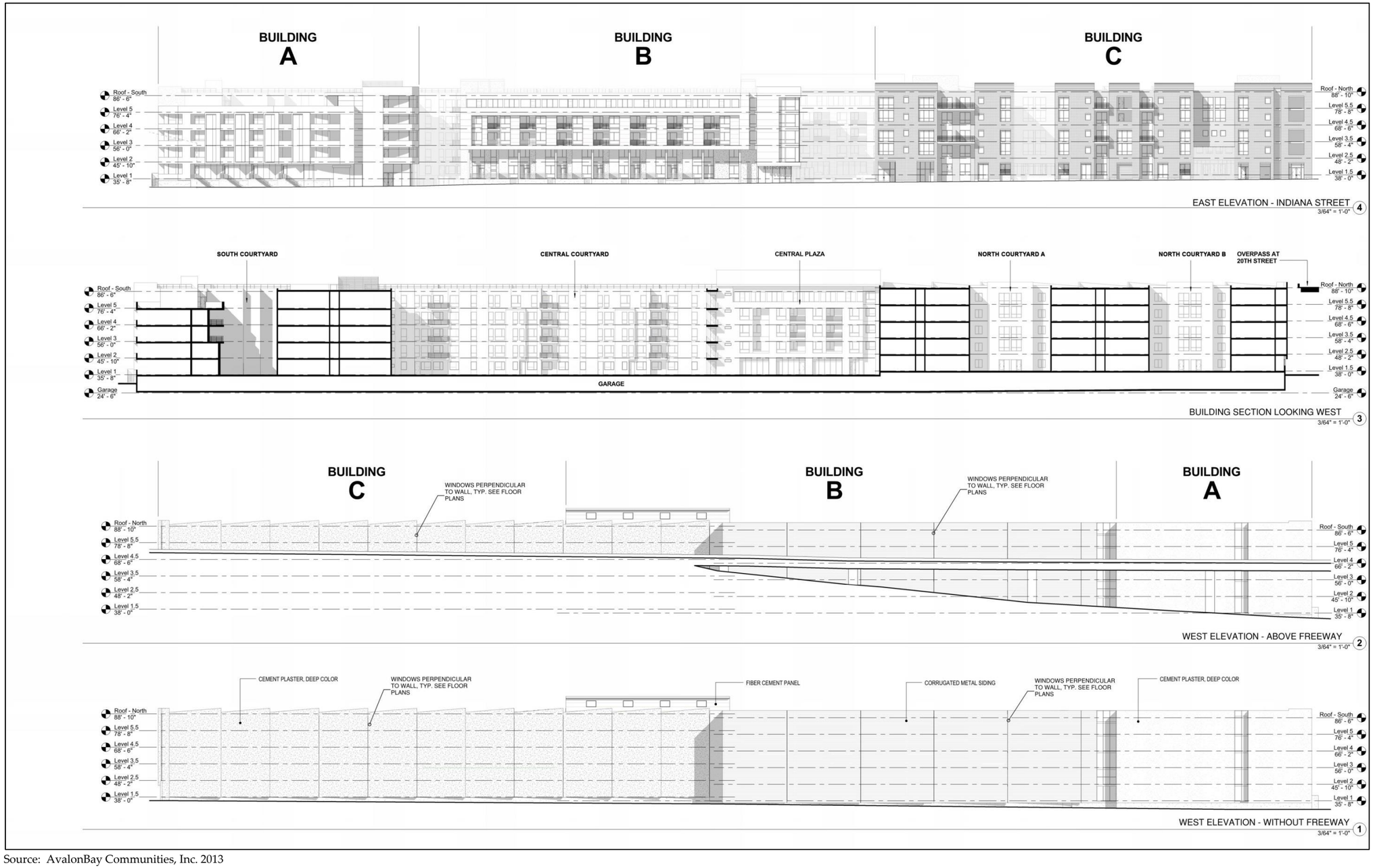

Source: AvalonBay Communities, Inc. 2013

Figure 4 **Proposed Elevations**

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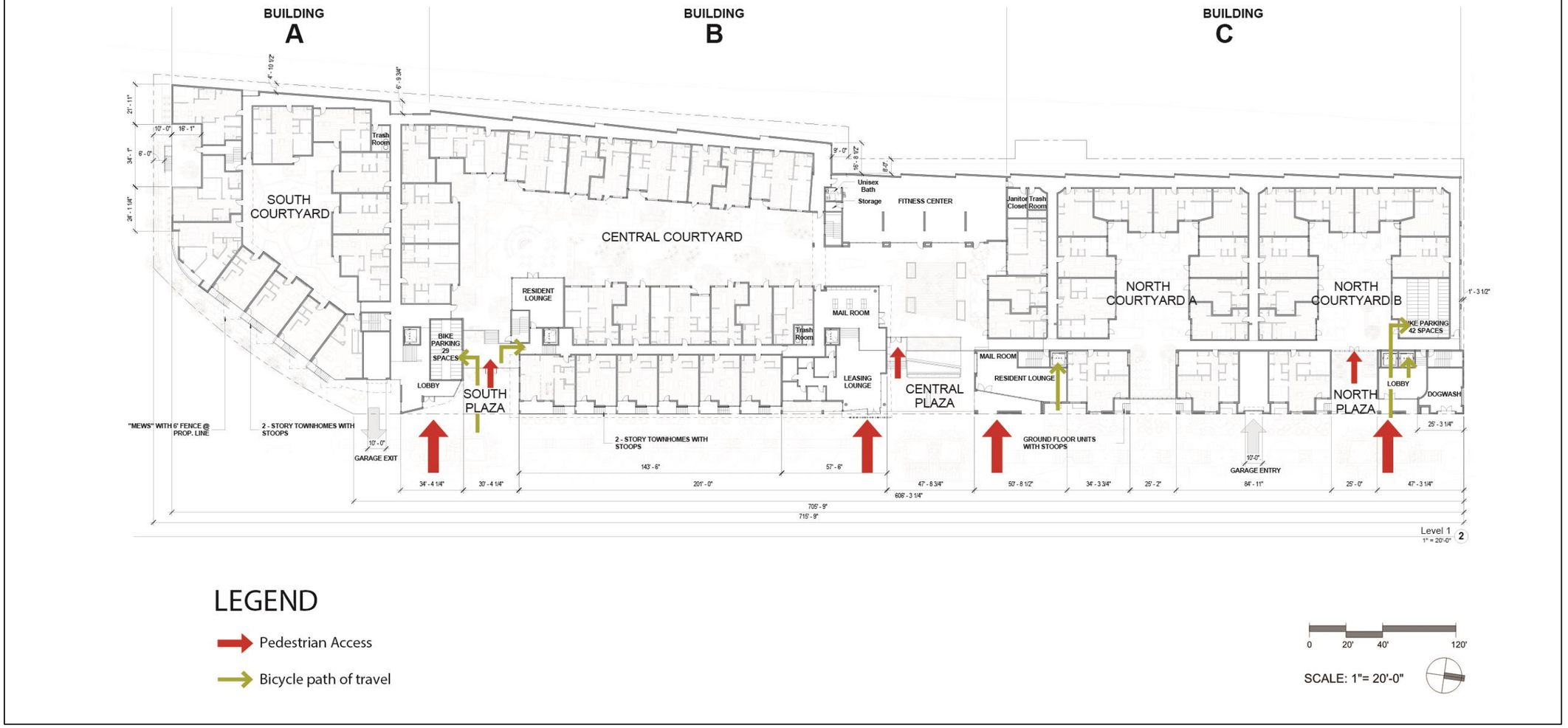

Source: AvalonBay Communities, Inc. 2014

Figure 5 **Proposed Building Plan, First Floor**

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Project Components

The proposed project would include a maximum of 338 residential units—approximately 34 percent studios (114 units), 26 percent one-bedroom units (89 units), and 40 percent (126 units) two-bedroom and three-bedroom units (see Figures 3 through 5). To comply with Section 415 of the San Francisco Planning Code regarding inclusionary housing requirements, either 14.4 percent of on-site units (here, 49 residential units) would be affordable to low- to-moderate income households, or an in-lieu fee would be paid.[3] The proposed project would include three on-street loading spaces, a minimum of 177 bicycle parking spaces[4] on-site, and a one-level underground parking garage with 230 parking spaces for the residential units. Development of the proposed project would include demolition of the existing on-site structure and construction of the project components that are outlined below.

Table 1 shows the anticipated square footage, number of residential units, and open space allocations for the proposed project.

TABLE 1
PROPOSED DEVELOPMENT PLAN

Residential Components			
Unit Type	**Number of Units**	**Average Square Feet per Unit**	**Total Square Feet**
3-bedroom unit	9	1,420	12,780
2-bedroom unit	126	1,070	134,820
1-bedroom unit	89	709	63,101
Studio	114	552	63,042
TOTAL	**338**	**810**	**273,743**
Parking and Loading Components			
			Total Square Feet and Spaces
Parking			82,372 gsf 230 automobile spaces A minimum of 177 bicycle spaces
Loading			3 on-street spaces
Open Space Components			
Open Space			**Total Square Feet**
Private Open Space (Private Decks and Patios)			11,865
Common Open Space (Rooftop Deck and Courtyards)			22,410
Public Open Space (Plazas)			3,500
TOTAL			**37,775**
Source: Pyatok Architects; compiled by AECOM in 2014			

[3] The project is subject to the Inclusionary Affordable Housing Program (Planning Code Section 415), requiring that proposed developments of five units or more provide 14.4 percent of their units as affordable for low- to moderate-income households in San Francisco or pay an in-lieu fee as required by code.

[4] According to the site plan, 185 Class 1 bicycle spaces would be included and up to 150 additional spaces may be provided, subject to Planning Department approval of double-decker rack system.

Development Program

The proposed project would include a five-story, approximately 58-foot-tall (excluding a 12-foot-tall mechanical penthouse) residential development, with up to 338 units, and ground-floor residential amenities, over a one-level subterranean parking garage. Pile driving may be required on the western side of the project site, to create a permanent shoring system to support the lateral loads from the Caltrans I-280 retaining wall. The proposed project would be a three-building complex, up to 58 feet (above street grade) in height, and separated by several courtyards. Each of the three buildings would be designed by a different architecture firm and would feature separate street-fronting residential lobbies with an overall orientation towards Indiana Street (see Figure 3).

The proposed residential development would contain 13,920 gsf of residential amenities, including a fitness center, bicycle storage, a lounge, entrance lobbies, and a leasing office.

Three types of open space would be provided: publicly-accessible open space, private open space (accessible to residents only), and common usable open space (accessible to residents and their guests).

Approximately 3,500 gsf of publicly-accessible open space would be provided, in the form of three public plazas on the ground floor: the North Plaza, the Central Plaza, and the South Plaza, as shown in Figures 3 and 5. Approximately 22,410 gsf of common usable open space would be provided in the form of four ground-floor open space areas: North Courtyards A and B, the Central Courtyard, and the South Courtyard, totaling 18,000 gsf (see Figure 3), as well as an approximately 4,410 gsf rooftop deck (see Figure 9). The proposed project would provide a total of 37,775 square feet of open space.

The proposed project would also include a minimum of 177 bicycle spaces[5] on-site, including at least 160 Class I bicycle spaces and 17 Class II bicycle spaces, distributed throughout the three-building development on the ground floor and the garage level.[6,7] Primary access to the bicycle spaces would be provided via the building lobby for each complex, and secondary access would be provided through key-controlled doors adjacent to the on-site open spaces.

Also included in the proposed project would be an 82,372 gsf, one-level (11-foot tall) underground parking garage with 230 parking spaces; including a minimum of two car-share spaces and 12 ADA-compliant, accessible spaces. No off-street loading spaces are proposed, and three on-street loading spaces on Indiana Street would be requested through San Francisco Municipal Transportation Agency's (SFMTA's) Color Curb program.

Figure 3 provides an overview of the three buildings proposed on the project site. Figure 5 shows the ground-level plan with the proposed main lobby and lounge, two additional lobbies, the leasing office, the proposed bicycle storage, the storage areas, the mechanical rooms, the stairway access, the community room(s), the lounges, the fitness center, the dog wash station, and the parking garage ingress and egress on Indiana Street.

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5 The current site plan includes 185 bicycle spaces.

6 Class I spaces protect the entire bicycle and would be placed in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class II spaces are located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use (i.e. standard bike racks that allow users to tether bikes).

7 The project sponsor is also proposing to use double-decker bike stackers which would increase the number of Class I spaces to up to 300. Use of these bicycle stackers is subject to Planning Department approval.

Building Plans

The proposed ground floor plan for all three buildings is shown in Figure 5, and representative floor plans are shown in Figure 8 (Floors 2 and 3), and Figure 9 (Floors 4 and 5), and Figure 10 (Roof Plan). Floors 2 to 4 would be occupied entirely by residential units, with approximately 63 to 74 units per floor. Floor 5 would have approximately 74 residential units. As shown in Figure 10, the 4,410 gsf rooftop deck would be above Floor 4 of Building A (the southernmost building on the site), approximately 45 feet above street grade, overlooking Indiana Street, with views of San Francisco Bay to the east. The final design of the rooftop deck is not complete, but it is expected to include areas for gathering and to feature landscaping. A parapet wall or guardrail would border the exterior boundaries of all the buildings. The heights of these walls and guardrails would be predesigned to meet applicable building codes. As shown in Figure 10, mechanical equipment and solar panels would be located on the roofs and set back from the edge of the buildings, with an approximate height of up to 12 feet.

Building Design

The proposed project would be constructed to the standards required, at minimum having a Leadership in Energy Efficient Design (LEED®) Silver rating.[8] To give a distinct character to the portion of each of the building components fronting Indiana Street, and to help break the appearance of a large contiguous development, the various building components have been designed by three different architects. Owen Kennerly designed Building A, Pyatok Architects (also the executive architect) designed Building B, and Mithun Solomon designed Building C, as shown in Figures 4 and 5. The building exteriors would be finished with a combination of stucco, cement paneling, and metal siding. Figure 11 gives a conceptual overview of the overall design including the heights of the buildings. Figures 12 through 14 are visual simulations of the proposed project buildings from various viewpoints, for informational purposes. The existing view of the project site is included as a photo inset in Figures 11 through 14. Figure 12 shows Buildings A and B from Indiana Street looking north from the southern end of the project site. Figure 13 shows Building C and the 20th Street overpass from Indiana Street looking north. Figure 14 shows Buildings A, B, and C looking north from I-280 North.

As shown in Figures 4, 11, 12, and 13, the Indiana Street (eastern) frontage of the proposed building would be differentiated by building style, façade details, separate main entrances and entrance lobbies, and it would be physically separated by publicly accessible open space in the form of plazas and common usable open spaces.

Although visually differentiated by building style and façade details (see Figure 14), the western frontage of the proposed buildings would be contiguous and would be connected by an interior corridor (see Figures 4 and 5). The western façade of all three buildings would be adjacent to an elevated portion of I-280; thus, only the top two stories of the building would be visible from most vantage points west of the project site (see Figures 4 and 14), and the western side of the building likely would be exposed to elevated noise levels from the adjacent freeway.

In response to elevated ambient noise levels adjacent to the site, the building design for all three buildings incorporated noise attenuation features in a number of ways to reduce the interior noise levels, per Title 24 of the California Building Code standards. Where possible, the residential unit window openings have been positioned so that they face the interior courtyards, away from the exterior noise sources. One of the noise attenuation design features includes placing an interior corridor between the west exterior wall of the buildings and the westernmost apartments within the buildings (see Figures 4 and 5). This single

[8] A green building standard set by the U.S. Green Building Council.

loaded corridor (a corridor with residential units only on one side, and in this case, the residential units would be on the east side of the corridor), provides additional distance, which acts as a buffer between the exterior noise source and the units. This would further attenuate noise levels and vibrations from I-280 for the westernmost apartments. The proposed project also would include the use of noise attenuating building materials. Building materials are rated based on the sound transmission loss to comply with Title 24 requirements. Examples of noise attenuating building materials include double or staggered stud walls and dual pane laminated glazing assemblies.

The building design for Building A would also incorporate noise attenuation features to reduce the exterior noise levels at the rooftop deck on Floor 5, including a noise barrier measuring no less than 7 feet tall, relative to the deck floor. A more specific description of the noise-attenuating features of the proposed project is described in Section 6, Noise, and is shown in Figure 20.

Furthermore, to preserve the privacy of the tenants in the residential units on the northern frontage facing the 20th Street overpass, a visual buffer between vehicular and pedestrian traffic and the northernmost residential units in Building C would be provided via a single-loaded corridor, so that the northernmost units would be on the south side of the corridor and face the interior courtyards (see Figures 4 and 5). Also, the first three floors, which would be below the overpass height, would include three large, three-story-tall glazed openings facing the 20th Street plaza. The upper two floors would include glazing to provide natural light to the corridor, and to shield unwanted noise and visual sightlines from the overpass into the building's corridors or residential units.

Streetscape and Open Space

In accordance with Planning Code Section 135 (under the Eastern Neighborhoods Mixed Use District), the proposed project would be required to provide 80 square feet of private usable open space per dwelling unit, or a credit of 54 square feet per dwelling unit if the project provides publicly accessible open space. A maximum of 27,040 square feet of open space would be required at the project site.[9] However, because the proposed project would provide 3,500 gsf of publicly accessible open space, it would be required to provide 21,840 gsf of usable open space.[10] The proposed project would provide a total of 37,775 gsf of open space, which would exceed the provision of open space required by Section 135 of the Planning Code.

As shown in Figures 3 and 5, the proposed project would meet the open space requirement by providing three publicly-accessible plazas: North, South, and Central (3,500 square feet), and four additional common open space areas: North Courtyards A and B, Central Courtyard, and South Courtyard (totaling 23,400 square feet), and a rooftop deck (4,410 square feet) for residential use. In all, the proposed project would provide 37,775 square feet of open space, exceeding the amount required under Section 135 of the Planning Code.

Because of the size of the project site (i.e., 2.49 acres) and the amount of frontage (approximately 606 linear feet) along Indiana Street, which is a public right-of-way (ROW), the proposed project is subject to the San Francisco Better Streets Plan (Better Streets Plan) as codified in Section 138.1 of the Planning Code. Section 138.1 sets forth requirements for both street trees and pedestrian realm improvements. The Better Streets Plan identifies a "typology" for each public ROW in San Francisco. Indiana Street is classified as being "Other: Mixed-use." To comply with the Better Streets Plan for this street type, street

[9] 338 units multiplied by 80 square feet for the maximum usable open space requirement.

[10] The proposed project would provide 3,500 gsf of publicly accessible open space, which is the equivalent of a 65 unit credit (3,500 divided by 54 sf). The 65 unit credit applied towards the 338 unit total equals 273 units. 273 units multiplied by 80 sf per unit equals a requirement for 21,840 gsf of

trees must be installed along the streetscape every 20 feet on center, the minimum sidewalk width must be 15 feet, and bulb-outs must be provided on both sides of the street.

To comply with the requirements of the Better Streets Plan, street trees and sidewalk improvements would be included along the proposed project's frontages on Indiana Street and 20th Street. There are approximately 27 existing trees along the frontage of Indiana Street. These trees would be removed and the new landscaping and streetscape improvements for the proposed project would include approximately 24 new street trees, mid-block curb extensions, special paving materials, and curbside grass planting strips along Indiana Street as part of the overall pedestrian plan development (see Figure 6). The landscape plan for the proposed project generally would be consistent with other landscaping that has been proposed along Indiana Street[11].

Parking

Approximately 82,372 gross square feet of parking would be provided in a one level underground parking garage, which would have an approximate depth of 14 feet below grade, including the foundation, and an overhead clearance of between 7 feet and 9 feet 10 inches. The parking garage would have 230 vehicle spaces for residential and visitor parking (see Figure 7), of which 12 spaces would be ADA-accessible, and two would be car-share spaces (four car-share spaces may be provided per the Enhanced Transportation Demand Management Program [Improvement Measure I-TR-3] as described in Section 5, Transportation and Circulation). In addition, as part of the proposed project, the project sponsor would request a re-striping of the west side of Indiana Street to provide approximately 45 parallel and back-in angled on-street parking spaces along the frontage of the project site. The 45 on-street parking spaces would replace the existing 54 perpendicular parking spaces along Indiana Street, for a net loss of nine (9) spaces along the frontage of the project site.

Bicycle parking would be provided at ground and garage levels on-site. The proposed project would include a minimum of 177 bicycle spaces, in compliance with Section 155.5 of the Planning Code. In addition to vehicular, bicycle, and car share parking spaces, the parking garage would include a mechanical room, an elevator, space for trash and recycling removal, and a storage room.

Site Access and Circulation

As shown in Figure 7, access to the parking garage would be from Indiana Street, via a one-way ingress ramp on the north portion of the project site (just south of the 20th Street overpass) and a one-way egress ramp on the south end of the project site. The project sponsor proposes three 40-foot on-street loading areas along the west side of Indiana Street (subject to SFMTA approval through the Color Curb Program), which would accommodate weekly trash and recycling pickup, daily deliveries (e.g., FedEx, UPS, postal service), and resident move-ins and move-outs. Each of these areas generally would align with a residential lobby, which would facilitate vertical circulation via elevators and stairways for each of the three residential buildings in the complex.

[11] The landscaping for the proposed 650 Indiana Street project was coordinated with the proposed landscaping for the 800 Indiana Street project, as well as Variants 1 and 2. Please refer the Community Plan Exemption for the 650 Indiana Street document, March 28, 2014. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

The first loading space would be just south of the 20th Street overpass, the second loading space would be midway along the proposed development's eastern frontage, and the third loading space would be near the southern end of the building's frontage, along Indiana Street, as shown in Figure 3. Loading and garbage trucks would pull in and out of the on-street loading spaces from Indiana Street.

As shown in Figure 5, pedestrian access to the complex would be provided through six entrances; three via the three building lobbies along Indiana Street, and three via the public plazas and courtyards within the project site. Two main bike storage rooms would be located on the first level, adjacent to the Building A lobby and the northern Building C lobby. Two additional bike storage rooms would be located in the garage adjacent to the southern and northern Building C lobby elevators. As shown in Figure 5, bicyclists could use either the Building A, southern Building C, or northern Building C lobbies to access these bike storage rooms.

Project Variants

Another project is being proposed at 650 Indiana Street, which is on the west side of Indiana Street between 19th and 20th Streets. The 650 Indiana Street project would also be subject to Better Streets Plan requirements, and thus would include street trees and an enhanced pedestrian realm, if approved. A coordinated effort is underway to provide streetscape continuity among the 650 and 800 Indiana Street project frontages and along both sides of Indiana Street, from 18th Street to 22nd Street.

AvalonBay Communities, Inc. (the project sponsor for the proposed 800 Indiana Street project), and Build, Inc. (the project sponsor for the proposed 650 Indiana Street project) with encouragement from the Dogpatch Neighborhood Association (DNA), collaborated to develop two streetscape plan variants to improve the pedestrian realm in the vicinity as the neighborhood transitions, from primarily industrial uses to a more mixed-use, residential area. Both variants would be developed in three phases.

Phase 1 of the proposed streetscape plan would include improvements along the 650 and 800 Indiana Street project frontages. These improvements would fulfill Better Streets Plan requirements and would be developed simultaneously with these two proposed projects, if approved. Phase 2 would include improvements along the east and west sides of Indiana Street between 19th and 20th Streets and the west side of Indiana Street from the 800 Indiana Street project frontage to 22nd Street. Phase 2 would occur as a City-sponsored project, although the west side of Indiana Street between 19th and 20th Streets could be included in the redevelopment of the Cresco site at 700 Indiana Street, if that is proposed. Phase 3 would include the east side of Indiana Street from the frontage of 937 Indiana Street south to 22nd Street, and between 18th and 19th Streets. This phase also would be undertaken as a City-sponsored project and would not be tied to any specific land use development project.

Hybrid Streetscape Plan (Variant 1)

Because the project site and surrounding area are zoned under the Urban Mixed Use (UMU) classification, the street typology for Indiana Street is classified by the Better Streets Plan as being "Other: Mixed-use."[12] As described in the Streetscape and Open Space section, the Better Streets Plan requirements for Indiana Street include:

- Street trees every 20 feet on center
- Minimum sidewalk width of 15 feet
- Bulb-outs on both sides of Indiana Street

[12] Street typologies under the Better Streets Plan typically correspond to one of the zoning districts adjacent to the ROW.

Source: Source: AvalonBay Communities, Inc. 2013

Figure 6 **Proposed Landscape Plan**

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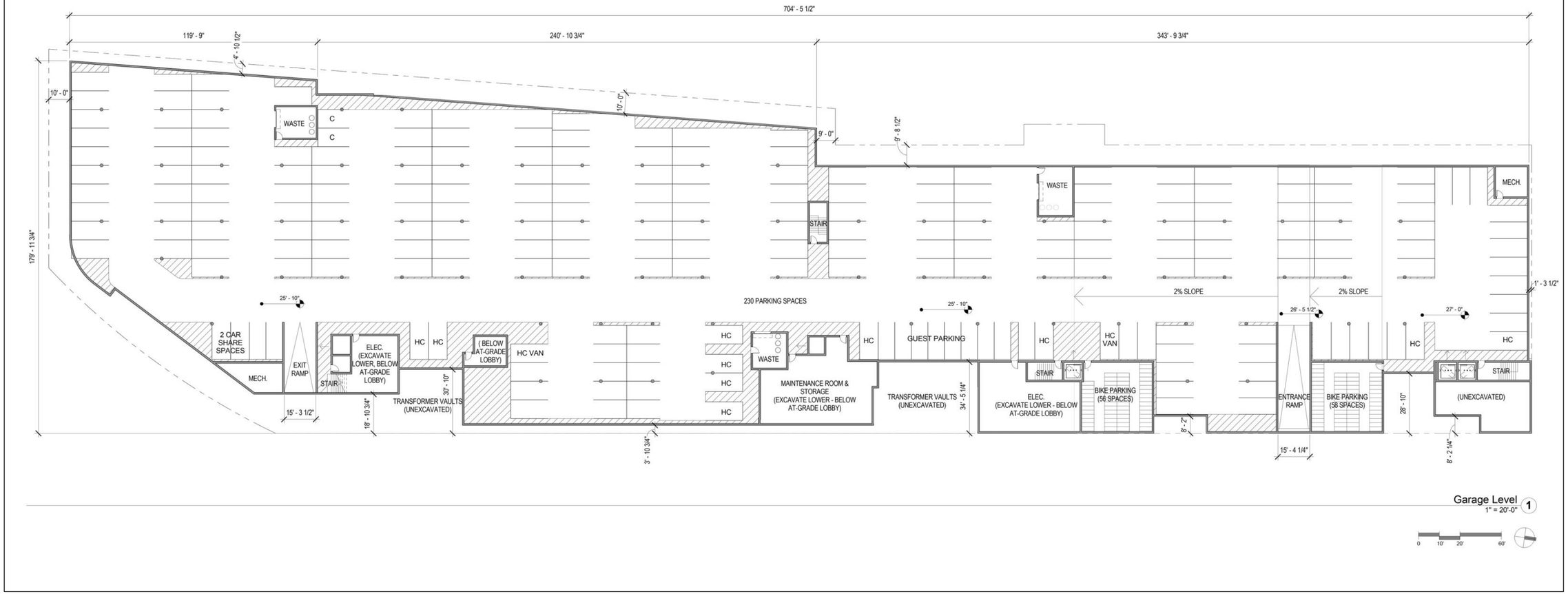

Source: AvalonBay Communities, Inc. 2013

Figure 7 **Proposed Vehicular Circulation and Parking**

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Source: AvalonBay Communities, Inc. 2013

Figure 8 **Proposed Building Plan, Floors 2 and 3**

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Source: AvalonBay Communities, Inc. 2013

Figure 9 **Proposed Building Plan, Floors 4 and 5**

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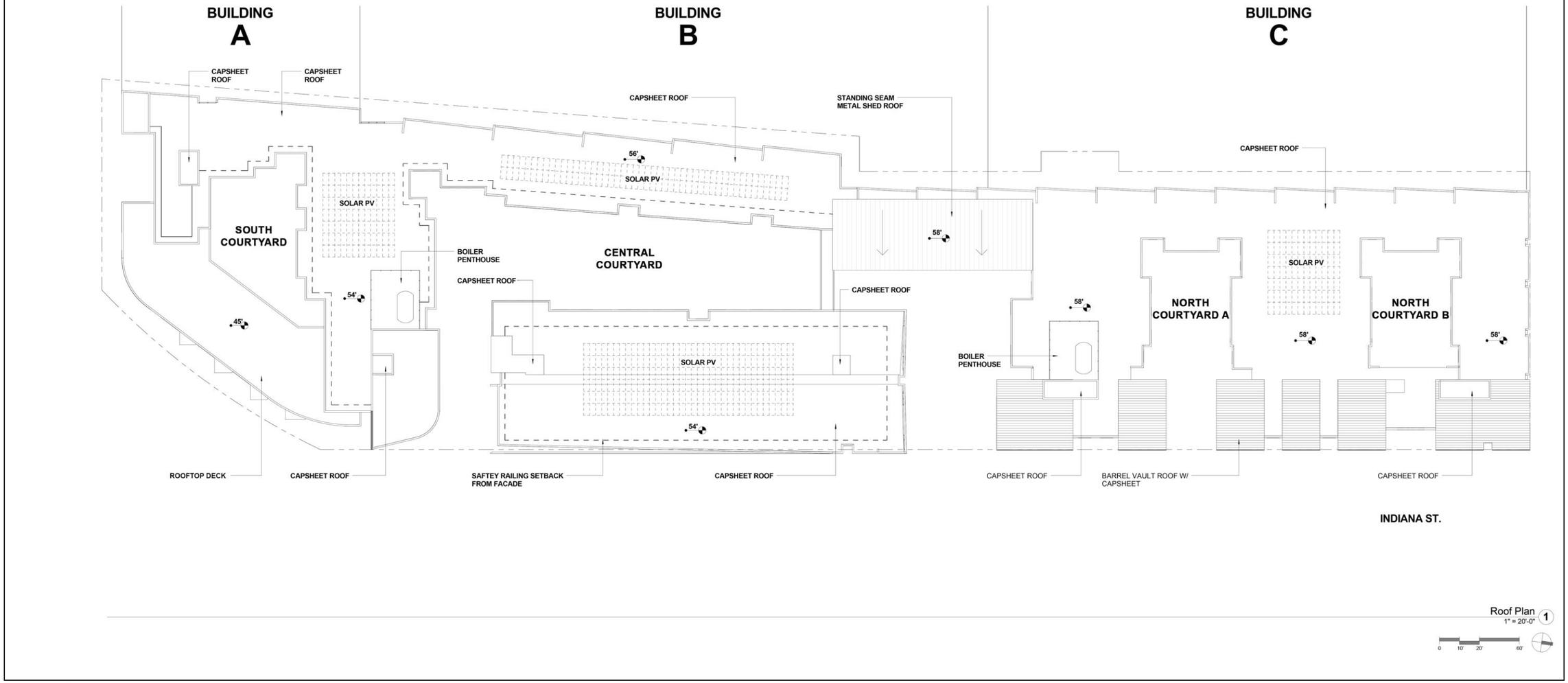

Source: AvalonBay Communities, Inc. 2013

Figure 10 **Proposed Building Plan, Roof**

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Source: AvalonBay Communities, Inc. 2014

Figure 11 **Project Overview**

Source: AvalonBay Communities, Inc. 2014

Figure 12 **View of Buildings A and B, Looking North from Indiana Street**

Source: AvalonBay Communities, Inc. 2014

Figure 13 **View of Building C, Looking North from Indiana Street**

Source: AvalonBay Communities, Inc. 2014

Figure 14 **View of Buildings A, B, and C Looking North Towards Project Site From I-280**

The Hybrid Streetscape Plan (Variant 1) would include the 800 Indiana Street project as proposed plus the Hybrid Streetscape Plan, as shown in Figure 15. Plant species for Variant 1 would be selected according to the following parameters: low water use, suitability for urban air quality, minimal litter drop, root systems that do not buckle paving, seasonal interest, and reflective of the neighborhood context. Plants would be selected and spaced so as to avoid encroaching on walking surfaces or building façades. Tree species proposed for use along Indiana Street under Variant 1 include *Ginkgo biloba* (ginkgo), *Hymenosporum flavum* (sweetshade), and *Sequoia sempervirens* (redwood). Small shrubs and ground cover would provide texture and interest under the street trees.

Variant 1 includes curb ramps and corner bulb-outs in the following locations: both sides of the southern approach to Indiana Street/22nd Street, the east approach at the 20th Street underpass/Indiana Street, and the north and south approaches to Indiana Street/19th Street, which are intended to reduce vehicle speeds and decrease crossing distances for pedestrians (see Figure 15).[13] As shown in Figure 16, Variant 1 incorporates strategies recommended by the Better Streets Plan, including enhanced, landscaped frontage zones, pedestrian throughways measuring between 6 and 8 feet in width, furnishing zones, and edge zones.

Variant 1 includes the same three 40-foot on-street loading spaces on the west side of Indiana Street (subject to SFMTA approval through the Color Curb Program), dispersed along the project's frontage, as under the proposed project. Variant 1 also includes one additional on-street loading zone on the east side of Indiana Street north of 19th Street, alongside the back of the University of California, San Francisco (UCSF) building at 654 Minnesota Street, which fronts Indiana Street.

Under this variant, Indiana Street would remain a two-way street and the existing Class III bike facility (shared-lane bicycle markings or sharrows) on Indiana Street would be maintained. The additional space required for pedestrian amenities would be gained by reducing the travel lane widths from 12 feet to 11 feet and by removing the perpendicular parking spaces.

Variant 1 would replace the 95 head-in perpendicular parking spaces with 64 back-in angled parking spaces and four loading zones; a total of 76 parallel parking spaces would be maintained. In sum, the 171 existing on-street parking spaces along Indiana Street between 18th and 22nd Streets would be reduced to 140 spaces with implementation of Variant 1, for a loss of 31 parking spaces.

As shown in Figure 15, the Hybrid Streetscape Variant proposes a combination of parallel parking and back-in angled parking to try to achieve a balance between space allotted to vehicular parking (areas with back-in parking), and space dedicated to pedestrian access (wider sidewalks at areas with parallel parking).

Variant 1 complies with the Better Streets Plan requirements and is designed so as to be safe, accessible, convenient, and attractive for pedestrian use and travel by all modes of transportation, consistent with the General Plan, while providing space for public life and social interaction, in accordance with the City's Better Streets Policy (Administrative Code Section 98.1).

[13] Although the Fire Department may request reduction in size or removal of the bulb-outs on the northeastern corners of Indiana Street/22nd Street and Indiana Street/19th Street to better accommodate the turning movements of fire trucks, this analysis conservatively analyzes the largest streetscape "envelope" that would be proposed.

Linear Park Streetscape Plan (Variant 2)

The Linear Park Streetscape Plan (Variant 2) would include the 800 Indiana Street project as proposed plus the Linear Park Streetscape Plan as shown in Figure 17. As described in the Streetscape and Open Space section, and under Variant 1, above, the Better Streets Plan requirements for Indiana Street include:

- Street trees every 20 feet on center
- Minimum sidewalk width of 15 feet
- Bulb-outs on both sides of Indiana Street

In accordance with Better Streets Plan requirements, Variant 2 would include plant species selected and spaced according to the same parameters as Variant 1. Tree species proposed along Indiana Street under Variant 2 include: ginkgo, sweetshade, and redwood. In addition to these species, the wide planting areas in the Linear Streetscape Plan would allow for a more extensive understory to include a mid-story of: *Cercis occidentalis* (cercis), *Tibouchina urvilleana* (princess flower), *Brugmansia* (angel's trumpet), and *Coleonema album* (breath of heaven) (see Figure 17). Variant 2 proposes converting of the western half of the Indiana Street right-of-way (ROW), between 18th and 20th streets, into a public linear park. The linear park would be 37 feet wide and would include a series of programmed amenity spaces such as small play areas, dog runs, gathering spaces, and community garden plots.

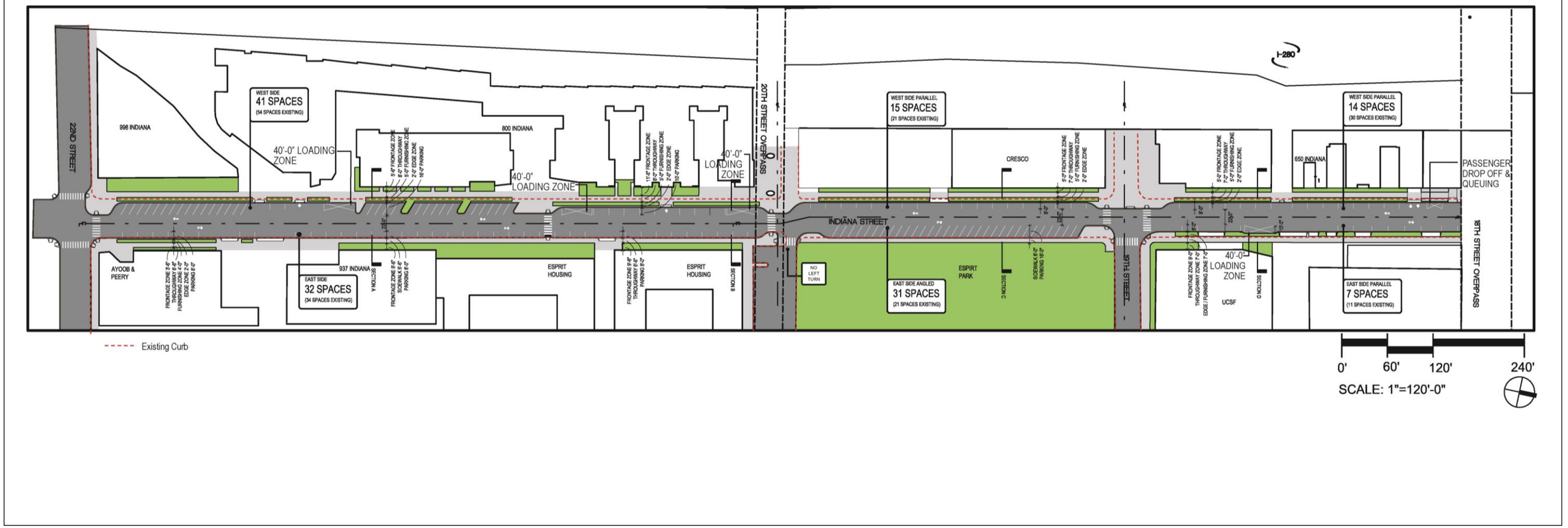
Variant 2 would also include a number of strategies from the Better Streets Plan (see Figure 18). However, as shown in Figure 17, the hard and soft landscape improvements included in this variant are more extensive than under Variant 1 or the proposed project at the west sidewalk zone. The furnishing zone would be 25.5 feet wide compared to 5 feet wide for Variant 1 and would include more landscaping. The improvements include street trees, sidewalk planters, a wider sidewalk zone, marked crosswalks, pedestrian bulb-outs, and curb ramps.

Pedestrian curb ramps and bulb-outs would be installed at all intersections (on both sides of the southern approach to Indiana Street/22nd Street, on the east approach at 20th Street underpass/Indiana Street, and on the north and south approaches to Indiana Street/19th Street).[14]

Variant 2 includes a total of four 40-foot on-street loading spaces in essentially the same locations as Variant 1.

Under Variant 2, Indiana Street would remain a two-way street and the existing sharrows on Indiana Street would be maintained. Similar to Variant 1, travel lane widths would be reduced from 12 feet to 11 feet and the enhanced pedestrian amenities would be incorporated through the reduced lane width and removal of some on-street parking. The linear park would replace 51 existing perpendicular parking spaces along Indiana Street between 18th and 20th Streets.

[14] Although the Fire Department may request reduction in size or removal of the bulb-outs on the northeast corners of Indiana Street/22nd Street and Indiana Street/19th Street to better accommodate the turning movements of fire trucks, this analysis conservatively analyzes the largest streetscape "envelope" that would be proposed.



Source: CMG 2013

Figure 15 **Hybrid Streetscape Plan**

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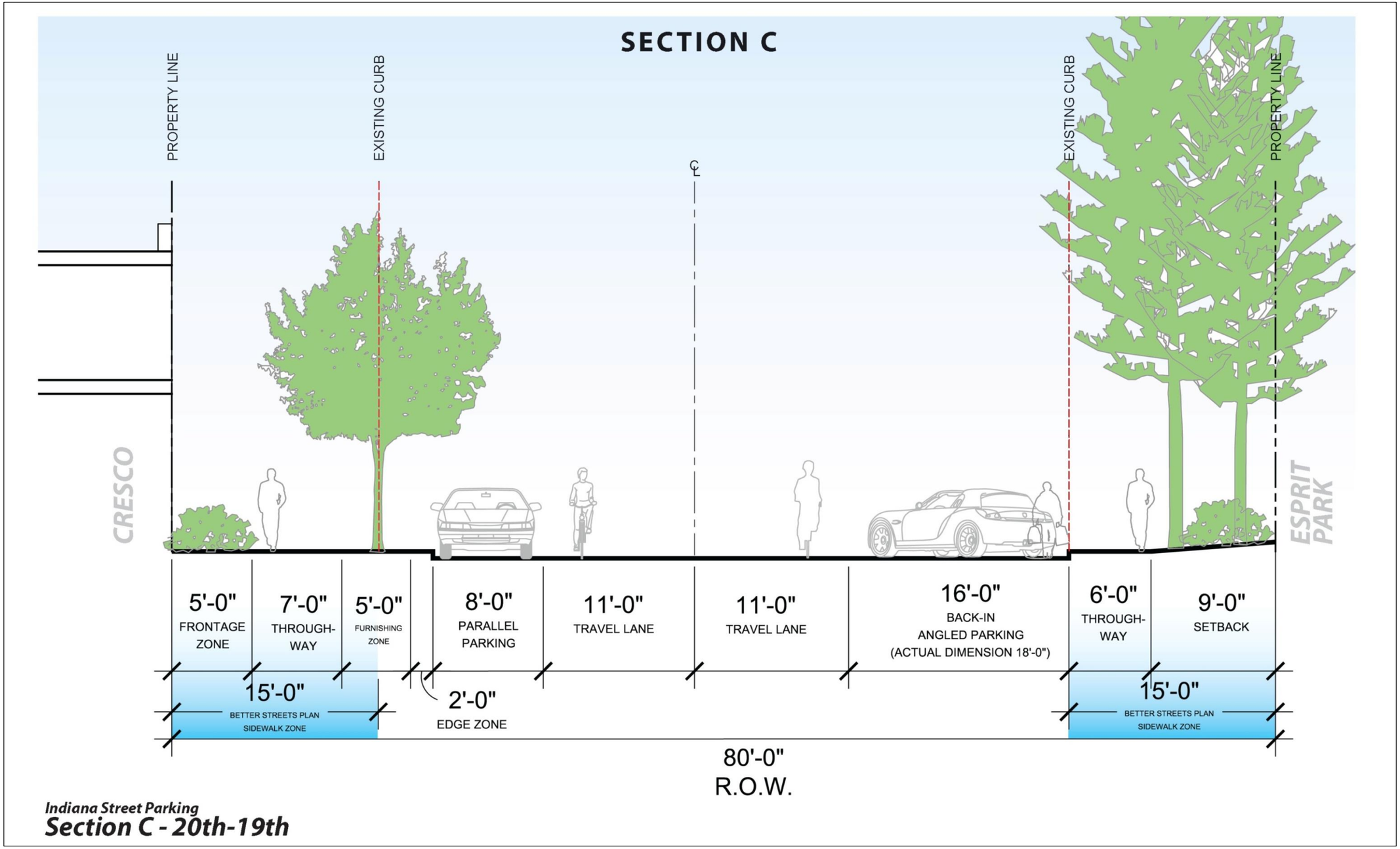

Source: CMG 2013

Figure 16 **Hybrid Streetscape Plan Section**

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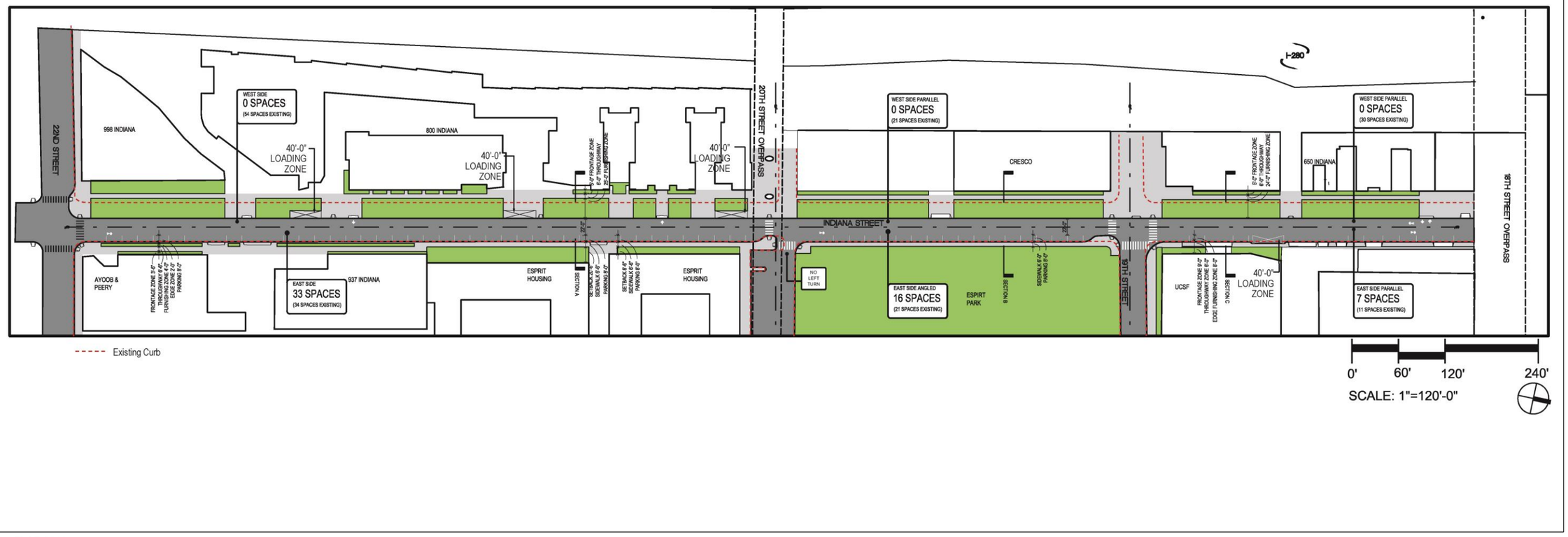

Source: CMG 2013

Figure 17 **Linear Park Streetscape Plan**

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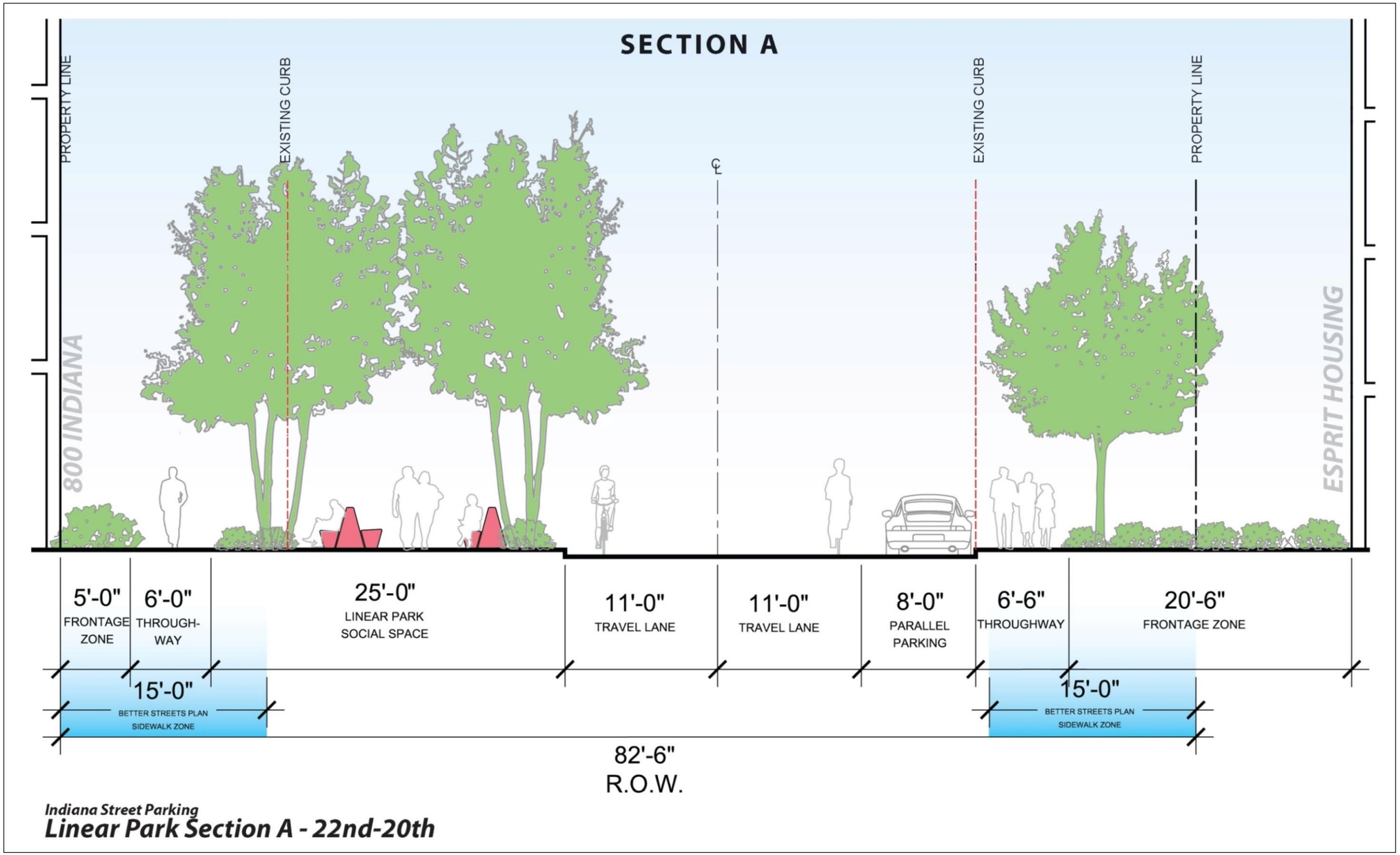

Source: CMG 2013

Figure 18 **Linear Park Streetscape Plan**

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Variant 2 would maintain parallel parking spaces on the east side of Indiana Street and would remove 95 perpendicular spaces, and 10 parallel spaces from the west side. The 171 existing on-street parking spaces would be reduced to 56, for a loss of 115 parking spaces along Indiana Street between 18th and 22nd Streets.

Variant 2 complies with the Better Streets Plan requirements and is designed so as to be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation consistent with the General Plan, while providing space for public life and social interaction, in accordance with the City's Better Streets Policy.

20th Street Plaza/Dog Park (Variant 3)

The 20th Street Plaza/Dog Park (Variant 3) would include the 800 Indiana Street project as proposed plus the 20th Street Plaza/Dog Park as shown in Figures 3 and 19. Variant 3 could also be added to Variant 1 or Variant 2.

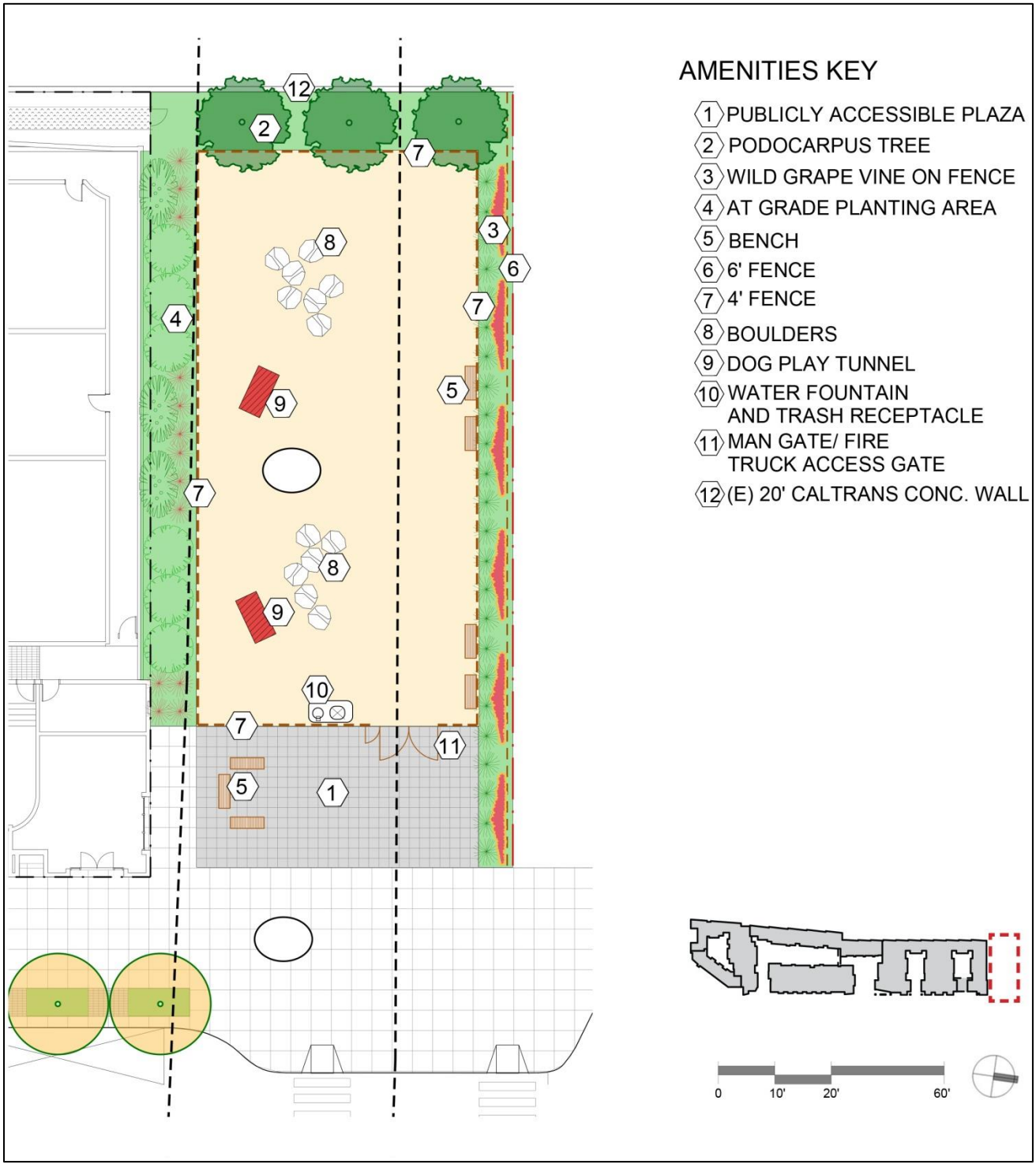
Under Variant 3, the unused dead-end public right-of-way on 20th Street, underneath the 20th Street overpass and located directly north of the proposed project site, would be converted into a public plaza with a 5,300-square-foot public plaza/dog park (see Figure 19). If approved, construction of Variant 3 would occur concurrently with the construction of the proposed 800 Indiana Street landscaping and sidewalks.

The plaza/dog park would be approximately 100 feet long by 53 feet wide, surrounded by a 4-foot-tall fence, with access provided via a single main gate from Indiana Street. The fence and gated access would serve to contain, and provide a safe environment for, off-leash dogs. As discussed with the San Francisco Fire Department, the main gate would be wide enough for fire truck access at the front of the plaza/dog park, to allow emergency vehicles to enter, if necessary.[15] A planting buffer would be included on the northern, southern, and western edges of the plaza/dog park, to screen the buildings and the existing Caltrans retaining wall from view. Softscape groundcover; such as an at-grade planting area and trees, would be provided within the fenced-in area of the plaza/dog park (see Figure 19). Boulders would be added for interest and dog play structures would be included for animal exercise value. Seating would be located within the fenced-in area of the plaza/dog park as well as in the paved entry plaza outside the dog park on the east side fronting Indiana Street. A series of pole lights would be included to illuminate the dog park and provide a safe environment for users during the evening hours, and would comply with the residential lighting guidelines. The hours of operation for the dog park have not been determined.

The project sponsor proposes to fund this project component by entering into an in-kind impact fee agreement. However, if the plaza/dog park improvements cannot be funded through an in-kind agreement, these improvements could also be added to Variant 1 or Variant 2 as part of the Phase 2 and Phase 3 improvements included in the City-sponsored portion of the Indiana Streetscape Improvement.

If no funding is available for the plaza/dog park improvements, the proposed project's 20th Street right-of-way frontage would instead be improved per the requirements of the Better Streets Plan. Such improvements would include the addition of a new approximately 24-foot-wide sidewalk, with at least three conventional street trees planted within the standard 4.5-foot landscaping zone along the edge of the street. A bulb-out would be added at the corner of 20th and Indiana Streets only if Variant 3 is added

[15] From the October 1, 2013, 800 Indiana Street Pre-Application Plan Review Meeting Minutes to Jeffrey Ma, P.E., San Francisco Department of Building Inspection, and Fred Stumpp, P.E., San Francisco Fire Department.



Source: AvalonBay Communities, Inc. 2014

Figure 19 **20th Street Plaza/Dog Park**

to Variants 1 or 2, and a single 23-foot by 23-foot planter with a large specimen tree would be installed at the terminus of 20th Street and the adjoining Caltrans embankment.

Construction Schedule
Project construction is expected to begin in June 2015, and to be completed in September 2017. Construction would occur in three phases—demolition, excavation, and construction—over a period of approximately 26 months, contingent on weather conditions suitable for construction. Before initiating any demolition, grading, or construction activities, the construction area would be clearly defined by construction fencing and staking. Construction staging would take place within the project site.

After the construction area is defined, the warehouse structure would be demolished and removed. After demolition, approximately 32,000 cubic yards of soil would be excavated for the below-grade parking garage. After excavation, construction of the proposed 338-unit complex would begin. Construction of the proposed project is expected to cost approximately $92 million.

The proposed 800 Indiana Street project would require the following approvals:

Actions by the Planning Commission
- Environmental Impact Report certification
- Findings of General Plan and Priority Policies consistency
- Large Project Authorization
- Exceptions to the following Planning Code standards:
  - Planning Code Section 270.1 for the horizontal mass reduction
  - Planning Code Section 134 for the required rear yard
  - Planning Code Section 140 for the required dwelling unit exposure
  - Planning Code Section 152.1 for the required loading zones

Actions by other City Departments
- Planning Code Section 295 approval (San Francisco Recreation & Parks Commission)
- Demolition and building permits (Department of Building Inspection)
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (San Francisco Department of Public Works and San Francisco Municipal Transportation Agency)

EVALUATION OF ENVIRONMENTAL EFFECTS:

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the applicable programmatic FEIR (PEIR)[16] for the Eastern Neighborhoods Rezoning and Area Plans Final EIR (FEIR) (Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048).[17] Items checked "Project-Specific Significant Impact Not Identified in PEIR" identify topics for which the proposed project would result in a significant impact that is specific to the project, i.e., the

[16] In this CPE Checklist, the acronyms FEIR and PEIR both refer to the Eastern Neighborhoods Plan FEIR and are used interchangeably.

[17] San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed August 17, 2012.

impact is not identified as significant in the PEIR. Any impacts not identified in the PEIR are addressed in the CPE Checklist below.

Items checked "Significant Unavoidable Impact Identified in PEIR" identify topics for which a significant impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would result in potential impacts that would contribute substantially to the impact identified in the PEIR. Mitigation measures identified in the PEIR are discussed under each topic area, and mitigation measures that are applicable to the proposed project are identified under each topic area and on page numbers where applicable measures are provided (at end of document).

For any topic that was found to result in less-than-significant (LTS) impacts in the PEIR and for the proposed project, or would have no impacts, the topic is marked "No Significant Impact (Project or PEIR)" and is discussed in the CPE Checklist below.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
1. LAND USE AND LAND USE PLANNING—Would the project:						
a) Physically divide an established community?	☐	☐	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☐	☒
c) Have a substantial impact upon the existing character of the vicinity?	☐	☒	☒	☐	☒	☐

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. The proposed project would not involve construction of a physical barrier to neighborhood access or remove an existing means of access. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalk adjacent to the project site and beyond could be closed for periods of time during construction of the proposed project and project variants (if approved), these closures would be short-term, and temporary in nature. As a result, the proposed project would not physically divide an established community.

The proposed project site at 800 Indiana Street is located within the Urban Mixed Use (UMU) zoning district. The UMU designation encourages transitional development patterns between business and employment districts, and predominantly residential neighborhoods, thereby buffering potentially incompatible land uses. The goal of the UMU districts is to combine new housing with smaller scale retail

and commercial use, and to coexist with Production, Distribution, and Repair (PDR) uses that are currently part of the neighborhood.

PDR uses are the most prevalent land uses in the Eastern Neighborhoods, and currently consist of mostly light industrial use. The Planning Commission, by resolution in 2004, grouped PDR uses into 11 broad categories: (1) Publishing, (2) Audio/Visual, (3) Arts, (4) Fashion, (5) Transport, (6) Food/Event, (7) Interior Design, (8) Construction, (9) Equipment, (10) Motor Vehicles, and (11) Other.[18] The proposed project site currently is used by the San Francisco War Memorial Opera House as a warehouse for design and storage of sets and costumes, which is considered a PDR use as identified in the Eastern Neighborhoods FEIR.[19]

The proposed project would result in a net loss of these PDR uses. The general vicinity of the project site is characterized by light industrial and residential uses, and in recent years has seen an increase in residential use. The proposed project site's height limit was increased to 58 feet under the Eastern Neighborhoods FEIR; a rezoning from a previous height limit of 50 feet. The proposed project would change the character of the site and would intensify uses in the project area by constructing a new three-building residential complex, with approximately 441,183 square feet of residential and residential-amenity uses; including up to 338 residential units. The majority of the proposed project would be approximately 58-feet-tall (excluding a 12-foot-tall mechanical penthouse). The development would include a subterranean parking garage, including up to 230 parking spaces. In addition, a minimum of 177 bicycle parking spaces would also be provided within the garage and on the ground-floor.

Under the UMU designation a variety of uses were contemplated for the project site, including residential. The proposed building height is within the approved limit in accordance with the 58-X Height and Bulk District.[20,21] As a result, the proposed project would not conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Eastern Neighborhoods Area Plan rezoned much of the city's industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses.

The Eastern Neighborhoods FEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential uses. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

Although all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be greatest under Option C. The alternative ultimately selected – the 'Preferred Project' – represented a combination of Options B and C. Because the amount of PDR space to be lost

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18 Eastern Neighborhoods FEIR, page 1.

19 Ibid., page 51.

20 Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 800 Indiana Street, April 8, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1374E.

21 Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 800 Indiana Street, May 5, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1374E.

with future development under all three options could not be precisely gauged, the FEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use because of the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The Eastern Neighborhoods FEIR included one mitigation measure, Mitigation Measure A-1, for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. The measure was judged to be infeasible, because the outcome of the community-based Western SoMa planning process could not be known at the time, and the measure was seen to conflict with other City policy goals, including the provision of affordable housing. The project site is not located in Western SoMa; therefore this mitigation measure is not applicable.

Implementation of the proposed project would not result in the physical division of an established community, and would be consistent with the Eastern Neighborhoods Area Plan. However, a significant cumulative impact was identified in the Eastern Neighborhoods FEIR based on the conversion of over 2 million square feet of PDR uses. The proposed project would convert 78,240 square feet of PDR uses; or about four percent of the two million square feet identified, a considerable contribution to the significant cumulative impact identified in the Eastern Neighborhoods FEIR.

However, since this significant cumulative impact was previously identified, the proposed project would not result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified previously in the Eastern Neighborhoods FEIR related to land use and land use planning, and no mitigation measures would be necessary.

Variants 1 and 2 - Hybrid Streetscape and Linear Park Streetscape Plans

Under Variants 1 and 2 the 800 Indiana project would be developed as proposed and streetscape improvements along Indiana Street would be implemented between 19th and 22nd Streets, including the reconfiguration of on-street parking. The Linear Park Streetscape improvements would transform the western half of Indiana Street's right-of-way into a public linear park. The improvements for both variants would not divide an established community and could enhance the character of the proposed project area by improving pedestrian amenities, including enhanced landscaped frontage zones and wider pedestrian throughways along an Indiana Street. Both variants would be designed to be safe, accessible, convenient, and attractive for pedestrians and bicyclists; consistent with the San Francisco General Plan, Better Streets Plan, Transit First Policy (City Charter, Section 8A.115), and Better Streets Policy (San Francisco Administrative Code Section 98.1). Therefore, the impact on land use would be less than significant. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to land use and land use planning, and no mitigation measures would be necessary.

Variant 3 - 20th Street Plaza/Dog Park

Variant 3 would convert the area currently underutilized and partially occupied for construction equipment storage underneath the 20th Street overpass into a plaza/dog park. If combined with Variant 1 or 2, Variant 3 would contribute to a land use change; however, the plaza/dog park would be designed to be consistent with the proposed project, and both of the streetscape variants. The plaza/dog park would not divide an established community and could enhance the proposed project area by developing an area

currently used for construction equipment storage to an accessible, landscaped area, providing an additional amenity for the community.

Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to land use and land use planning; therefore, the impact on land use would be less than significant, and no mitigation measures would be necessary.

To the extent that the variants would result in other physical impacts on the environment, these impacts would fall within the range of actions analyzed in the Eastern Neighborhoods FEIR, which have been determined to be less than significant, and/or have been analyzed under appropriate topics of this CPE Checklist presented below.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
2. AESTHETICS—Would the project:						
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR made the following findings related to aesthetic resources:

(1) Scenic Resources: Adoption of the Plan would not substantially damage scenic resources that contribute to a scenic public setting, because no physical changes would occur. However, secondary changes in urban form and visual quality could result from subsequent individual development projects.

(2) Visual Character and Views: Development pursuant to the Plan could result in taller buildings and varied land uses because of height limit increases and use district changes. However, development pursuant to the Plan would not substantially degrade views. Furthermore, new development up to the proposed height limits may even help define the street edge and better frame urban views. Thus, implementation of the Plan would not result in a significant adverse impact with regard to views.

(3) Visual Character in the Mission District: The Eastern Neighborhoods FEIR also noted that minimal visual change is expected in the existing, predominately residential and neighborhood commercial areas of the Mission District as a result of the proposed rezoning options, which would retain existing use regulations and heights in many areas.

(4) Light and Glare: The Eastern Neighborhoods FEIR concluded that, although new construction under the Plan could generate additional sources of lighting, it would be consistent with an urban area. Also, additional glare from new buildings would not result in a significant impact because use of reflective glass is restricted by Planning Commission Resolution 9212.

The Eastern Neighborhoods FEIR concluded that development pursuant to the Plan would not: (1) substantially degrade the visual character or quality of the area, (2) create a substantial new source of light or glare; or (3) otherwise adversely affect day or nighttime views that would substantially affect other people or properties, either individually or cumulatively.

Also, the Eastern Neighborhoods FEIR concluded that implementation of the Plan would not directly have a substantial adverse effect on a scenic vista, or substantially damage scenic resources that contribute to a scenic public setting, because no development would occur as a result of implementation of the Plan. However, no conclusion was made regarding any project-specific impact on scenic resources. No mitigation measures were identified in the FEIR.

On September 27, 2013, (subsequent to the certification of the Eastern Neighborhoods FEIR in 2008) Governor Brown signed Senate Bill (SB) 743. SB 743 added Section 21099 to the Public Resources Code (PRC), which became effective on January 1, 2014.

Section 21099(d)(1) of the PRC provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area will not be considered significant impacts on the environment." This means that, effective January 1, 2014, aesthetics and parking are no longer to be considered in determining whether a project has the potential to result in a significant environmental impact, provided the project meets all of the following three criteria:

1. The project is in a transit priority area.[22]
2. The project is on an infill site.[23]
3. The project is residential, mixed-use residential, or an employment center.[24]

The proposed project meets each of these criteria, and thus this checklist for the proposed project does not consider aesthetics in determining the significance of project impacts under CEQA.[25]

The Planning Department recognizes that the public and decision makers nonetheless may be interested in information pertaining to the aesthetic effects of the proposed project and may desire for such information to be provided as part of the environmental review process. Therefore, some of the

[22] **Transit priority area** means an area within 0.5 mile of a major transit stop, existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322, Title 23 of the Code of Federal Regulations.

[23] **Infill site** means a lot located in an urban area that has been developed previously, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[24] **Employment center project** means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

[25] San Francisco Planning Department. 2014 (March 3). *Transit Infill Project Eligibility Checklist for 800 Indiana Street*. On file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

information that would have been provided otherwise in this section, such as visual simulations, has been included in the project description (see Figures 11 through 14).

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
4. POPULATION AND HOUSING—Would the project:						
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☐	☒
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☐	☒

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

The proposed project's 338 residential units would be within the amount of housing development anticipated in the Eastern Neighborhoods FEIR and would help meet San Francisco's housing needs by implementing a residential use on the proposed project site. In compliance with Section 415 of the Planning Code, 14.4 percent (or 49 residential units) of on-site units would be affordable, or an in-lieu fee would be paid to comply with Section 415 of the Planning Code.[26] Based on the household population growth assumption of 2.3 persons per household,[27] the proposed project's 338 units would introduce approximately 777 residents to the proposed project site. The proposed project would constitute 3 percent

[26] The project is subject to the Inclusionary Affordable Housing Program (Planning Code Section 415), which requires that developments of five units or more provide 14.4 percent of their units as affordable for low- to moderate-income households in San Francisco.

[27] Eastern Neighborhoods FEIR, page 181. The total city person per household rate of 2.3, identified in Table 19 of the Eastern Neighborhoods FEIR, was used as a conservative number.

of the households and residents anticipated in the Eastern Neighborhoods area. The Association of Bay Area Governments (ABAG) estimates that the number of households in the City will increase by 68,320 between 2010 and 2035.[28] The proposed 338 housing units would represent less than 1.0 percent (0.5 percent) of the projected household growth in the City between 2010 and 2035, and a negligible percentage of the projected household growth in the region (635,440) between 2010 and 2035.

These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Area Plan and evaluated in the Eastern Neighborhoods FEIR.

The proposed project would not involve the expansion of infrastructure, and thus would not indirectly induce substantial population growth. Nor would the proposed project displace substantial numbers of people necessitating the construction of replacement housing.

The proposed residential three-building complex would be consistent with the density and scale of development considered in the Eastern Neighborhoods FEIR, and no significant environment effects would occur with respect to population and housing that are specific to the proposed project or project site.

For the above reasons, the proposed project would have a less-than-significant impact on population and housing. The proposed project would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to population and housing, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Both Variants 1 and 2 would include additional streetscape improvements that would not induce population growth or create an additional demand for housing; thus no impact on population and housing would occur. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to population and housing, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would add a plaza/dog park to the proposed project, which would not induce population growth or create an additional demand for housing. The plaza/dog park would be a new amenity that would primarily serve the community that lives in the vicinity. No impact on population and housing would occur. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to population and housing, and no mitigation measures would be necessary.

[28] Association of Bay Area Governments. 2009 (August). *Projections 2009*.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	☒	☒	☒	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☒	☐	☐

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods FEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plan could have substantial adverse changes to the significance of both individual historical resources and on historical districts within the Plan Area.

The FEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Area could potentially be affected under the preferred alternative. The Eastern Neighborhoods FEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The Eastern Neighborhoods FEIR identified three mitigation measures that could, in some cases, reduce the severity of impacts of development under the Eastern Neighborhoods Area Plan: Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Area Plan, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission). This mitigation measure is no longer relevant, because the Showplace Square/Northeast Mission Historic Resource Survey was completed and

adopted by the Historic Preservation Commission June 2011.[29] Mitigation Measures K-2 and K-3, which amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End Historic District (East SoMa) and the Dogpatch Historic District (Central Waterfront), do not apply because the proposed project is not located within the South End or Dogpatch Historic Districts.

Although the existing warehouse at 800 Indiana Street was identified as a potentially historic resource in the Eastern Neighborhoods FEIR, a Historic Resource Evaluation Response (HRER) was not conducted for the FEIR analysis. Therefore, in accordance with Preservation Bulletin 16, a Historic Resource Evaluation (HRE[30]) was prepared to confirm whether or not the warehouse is a historical resource. Based on the City's HRER[31], 800 Indiana Street is individually-eligible for listing in the California Register of Historic Resources (CRHR), making it a historical resource. The development of the proposed project would require demolition of the existing warehouse at 800 Indiana Street and the demolition of the building would result in a complete loss of integrity. The loss of integrity would render 800 Indiana incapable of conveying its significance as an example of a large-scale warehouse with an associated office. The proposed project would result in a significant adverse impact on a historical resource because the significance of a historical resource would be materially impaired.

Accordingly, the proposed demolition of the warehouse at 800 Indiana Street would be an impact that would be specific to the proposed project. Therefore, the impact on historical architectural resources would be evaluated in the focused EIR for the project.

Based on the HRER, construction of the proposed project would not have an adverse effect on a nearby or adjacent historic resource. Although the project site is located in close proximity to the Dogpatch Landmark District and the eligible Central Waterfront/3rd Street Industrial Historic District, the proposed project would not impair the integrity of adjacent districts and is designed to address the massing and scale of the surrounding context.[32]

Archeological Resources

The Eastern Neighborhoods FEIR determined that implementation of the Area Plan could result in significant impacts on archeological[33] resources and identified three mitigation measures that would reduce these potential impacts to a less-than-significant level. Eastern Neighborhoods FEIR Mitigation Measure J-1: Properties with Previous Studies applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2: Properties with No Previous Studies applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3: Mission Dolores Archeological District, which applies to properties in the

[29] *Showplace Square/Northeast Mission Historic Resource Survey*, City and County of San Francisco Planning Department, June 2011.

[30] Page & Turnbull. 2013 (October). *800 Indiana Street Historic Resource Evaluation*, San Francisco, CA (12097). Prepared for AECOM. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

[31] San Francisco Planning Department. 2013 (October). *Historic Resource Evaluation Response*. Case No. 2011.1347E. San Francisco, CA. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

[32] San Francisco Planning Department. 2013 (October). *Historic Resource Evaluation Response*. Case No. 2011.1347E. San Francisco, CA. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

[33] Because archeological resources could include human remains, no separate discussion of human remains is provided.

Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

Because the project site is not located within the Mission Dolores Archeological District and because no previous studies have been conducted on the project site, only Mitigation Measure J-2 applies to the proposed project. Pursuant to Mitigation Measure J-2, the Planning Department conducted a Preliminary Archeological Review (PAR) of the proposed project site.[34,35] The PAR included review of the geotechnical analysis prepared in October 2011.[36] Based on the geotechnical analysis, which included four test borings, the site is underlain by a thin layer of soil/fill over bedrock. The northern two-thirds of the site are underlain by Franciscan Complex rock, and the southern one-third of the site is underlain by alluvium/fill with bedrock occurring at a depth of 6.5 to 10 feet below ground surface. The proposed project includes excavation to a depth of up to 14 feet below ground surface (bgs) over most of the site. If piles are driven, they will likely be to a depth of 20 feet, in no case to a depth greater than 40 feet.

As mentioned in the PAR, no previous archeological documentation exists for the proposed project site.[37] As a result, the proposed project's excavation for the below-grade parking garage and foundation could adversely affect previously undiscovered/undocumented CEQA-significant archeological resources. However, the archeological review concluded that the potential for an adverse effect is low and may be avoided by implementation of the Department's archeological mitigation measure for accidental discovery.[38]

Mitigation Measure M-CP-1: Archeological Resources Accidental Discovery would apply to the proposed project and would be implemented in the event of accidental discovery. In compliance with Eastern Neighborhoods FEIR Mitigation Measure J-2, implementation of Project Mitigation Measure M-CP-1 would reduce any potentially significant impacts associated with archeological resources (including human remains) to a less-than-significant level. Therefore, the proposed project would not result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to archeological resources.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 may involve minor earth-disturbing activities associated with the installation of bulb-outs and increasing the sidewalk width in addition to grading activities associated with the construction of the proposed project at 800 Indiana Street. The potential to uncover any previously-undiscovered archeological resources from this additional grading is low because the excavation depth is shallow and any artifacts present under the existing right-of-way would likely have been uncovered during previous grading work.

Therefore, Variants 1 and 2 would likely have a similar level of archeological impacts as under the proposed project. As with the proposed project, Eastern Neighborhoods FEIR Mitigation Measure J-2 would apply to Variants 1 and 2 through implementation of Project Mitigation Measure M-CP-1, in the

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34 Dean, R. 2013 (September 10). *Environmental Planning Preliminary Archeological Review (PAR)*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

35 Ibid., page 6. The Preliminary Archeological Review (PAR) may serve as the archeological sensitivity assessment.

36 Treadwell & Rollo. 2011 (October). *Geotechnical Consultation – 800 Indiana Street*, San Francisco, California. Prepared for Amir Massih, Archstone. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

37 Ibid., page 6.

38 Ibid., page 4.

event of accidental discovery. Therefore, any impact on archeological resources would be less than significant with mitigation. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to archaeological resources, and no additional mitigation measures would be necessary.

Variant 3 - 20th Street Plaza/Dog Park

Variant 3 may involve minor earth-disturbing activities such as grading and installation of a fence and landscaping associated with the plaza/dog park, in addition to grading activities associated with the construction of the proposed project at 800 Indiana Street. If combined with Variant 1 or 2, Variant 3 would increase the area of ground disturbance. However, the potential to uncover any previously-undiscovered archeological resources from this additional grading is low given that excavation depth would be shallow and any artifacts present under the existing right-of-way would likely have been uncovered during previous grading work.

Therefore, Variant 3 would likely have a similar level of archeological impacts as under the proposed project. As with the proposed project, Eastern Neighborhoods FEIR Mitigation Measure J-2 would apply to Variant 3 through implementation of Project Mitigation Measure M-CP-1, in the event of accidental discovery. Therefore, the impact on archeological resources would be less than significant with mitigation. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to archaeological resources, and no additional mitigation measures would be necessary.

Paleontological Resources

The project site is located in the Coast Ranges geomorphic province of California, which was created by folds and faults that resulted from the collision of the Pacific and North American plates and subsequent strike-slip faulting along the San Andreas fault zone. Based on a review of geologic mapping, the proposed project site is located within the Franciscan Complex[39]. The Franciscan is frequently referred to as a "complex" because it is believed to consist of portions of a number of different oceanic plates that were added to the North American Plate—primarily during the Mesozoic Era. This formation is known to contain several different types of rocks, depending on the location; at the project site, this formation consists primarily of serpentinite.[40] The oldest rocks within this formation date from the late Jurassic period (approximately 150 million years Before Present). The Franciscan Complex is of metamorphic origin.

Serpentinite is a metamorphic rock that is formed at tectonic plate boundaries. In the Franciscan Complex, it formed when ocean water carried down with subducting ocean crust was heated and moved through upper mantle and basal oceanic crust rocks, thereby hydrating their magnesium- and iron-rich minerals to form magnesium-rich serpentine minerals. During this hydration process, the original internal structure of the rock was destroyed. Thus, the serpentinite component of the Franciscan Complex generally does not contain fossils.

The value or importance of different fossil groups varies, depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they already have

[39] Schlocker, J. et al. 1974. Geologic Map of the San Francisco North Quadrangle, San Francisco and Marin Counties, California. U.S. Geological Survey, P-782. Washington, DC.

[40] Ibid.

been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Based on the environmental checklist in Appendix G of the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would "directly or indirectly destroy a unique paleontological resource or site." Marine invertebrates generally are common and well-studied; the fossil record is well developed and well documented; and therefore, they would not be considered a "unique" paleontological resource. Identifiable vertebrate marine and terrestrial fossils generally are considered scientifically important because they are relatively rare. An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;
- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- a skeletal element different from, or a specimen more complete than, those now available for its species; or
- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

Certain types of rocks within the Franciscan Complex are known to contain marine invertebrate fossils, such as mollusks and clams; however, as described above, these are not considered to be unique paleontological resources. A search of the University of California, Berkeley Museum of Paleontology database indicates that only two recorded vertebrate fossils have been recovered from the Franciscan Complex throughout the state: one from San Joaquin County and one from San Luis Obispo County.[41]

For the reasons stated above, the Franciscan Complex at the proposed project site is considered to have low paleontological sensitivity, and therefore project-related earthmoving activities would not result in significant individual or cumulative impacts specific to the proposed project or project site; and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 may involve minor earth-disturbing activities associated with the installation of bulb-outs and increasing the sidewalk width in addition to the grading activities associated with the construction of the proposed project at 800 Indiana Street. The streetscape improvement area also is underlain by the Franciscan Complex, and therefore the area is considered to have low paleontological sensitivity. Therefore, Variants 1 and 2 would likely have a similar level of paleontological impacts as under the proposed project. The impact on paleontological resources would be less than significant. Variants 1 and 2 would not result in any individual or cumulative impacts specific to the proposed project or the proposed project site, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 may involve minor earth-disturbing activities such as grading and installation of a fence and landscaping associated with the plaza/dog park, in addition to grading activities associated with the construction of the proposed project at 800 Indiana Street. The plaza/dog park area is also underlain by

[41] University of California, Berkeley. 2013. *Museum of Paleontology Database*. Accessed October 22, 2013.

the Franciscan Complex, and therefore the area is considered to have low paleontological sensitivity. Variant 3 not result in different impacts associated with paleontological resources than would the proposed project. Variant 3 would not result in any individual or cumulative paleontological impacts specific to the proposed project or the proposed project site, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
5. TRANSPORTATION AND CIRCULATION—Would the project:						
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with mitigation, however, it was anticipated that the significant adverse cumulative

traffic impacts at certain local intersections and the cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 16c from the CEQA Guidelines, Appendix G is not applicable.

Trip Generation

The proposed project would construct a new three-building residential complex, with approximately 441,183 square feet of residential development including up to 338 residential units, 230 off-street parking spaces, and at least 177 bicycle parking spaces on the site.

Trip generation for the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.[42] The proposed project site is located in the Superdistrict 3 analysis area. Per the SF Guidelines, trip generation for residential uses is estimated based on the number of units on the site and the bedroom count within those units (i.e., studio, one-bedroom, and two- or three-bedroom units), and square feet for office uses.

The proposed project would generate an estimated 2,949 daily person-trips; including 505 person trips during the weekday PM peak hour.[43] Of the 505 weekday PM peak hour person trips, 296 would be auto-person trips, 106 would be transit trips, and 103 would be 'other' trips (e.g., pedestrian, bicycle, motorcycle, taxi, and/or other alternative modes).[44] The 296 PM peak hour auto-person trips would result in 266 vehicle trips based on an average vehicle occupancy rate of 1.11 persons per vehicle (Census Tract 226). No trip credits were applied for the existing trips associated with the current use, mainly because relatively few trips currently are associated with the existing use.

Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable LOS in San Francisco.

The intersections near the project site (within approximately 1,500 feet) that were studied in the FEIR include:

- Mariposa Street/I-280 Northbound off-ramp
- Mariposa Street/3rd Street

Under existing conditions, these intersections would operate at the following acceptable LOS conditions during the PM peak hour:

- Mariposa Street/I-280 Northbound off-ramp -LOS D

42 Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

43 *Ibid*., page 35.

44 *Ibid*., page 37.

- Mariposa Street/3rd Street -LOS C[45]

Further study of PM peak hour traffic volumes was conducted for the proposed project to analyze additional intersections in closer proximity to the proposed project site. Eleven intersections were assessed for the weekday PM peak hour. These intersections and the respective LOS under existing conditions are as follows:

- 16th Street/Mississippi Street/7th Street (LOS C)
- 16th Street/3rd Street (LOS C)
- Mariposa Street/Mississippi Street (LOS F)
- Mariposa Street/3rd Street (LOS B)
- Mariposa Street/Indiana Street (LOS C)
- Mariposa Street/I-280 NB Off-Ramp/Owens Street (LOS C)
- 20th Street/Tennessee Street (LOS A)
- 20th Street/3rd Street (LOS B)
- 22nd Street/Indiana Street (LOS A)
- 22nd Street/Minnesota Street (LOS A)
- 22nd Street/3rd Street (LOS B)

The proposed project would generate 175 inbound and 91 outbound vehicle-trips (for a total of 266 vehicle trips) during the PM peak hour.[46] All project-generated vehicle trips were assigned to and from the proposed project driveways on Indiana Street. All of the study intersections would operate at acceptable conditions (LOS D or better) during the weekday PM peak hour under Existing Plus Project Condition, with the exception of Mariposa Street/Mississippi Street, which would continue to operate at LOS F.[47] Therefore, the 266 PM peak hour trips would not substantially increase traffic volumes at the study intersections such that intersections currently operating at an acceptable LOS to drop to an unacceptable LOS.

The intersection of Mariposa Street/Mississippi Street would continue to operate under LOS F in the Existing Plus Project Condition, and the proposed project would contribute 4.5 percent of the trips to the constrained (westbound) approach, which would be a less than significant impact.

Each of the rezoning options in the Eastern Neighborhoods FEIR identified significant and unavoidable impacts related to weekday PM peak hour traffic conditions in the Cumulative (2025) Condition, with the Preferred Project resulting in significant impacts at several intersections.

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45 San Francisco Planning Department. 2008. Eastern Neighborhoods FEIR, page 272. Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400, or at http://www.sf-planning.org/index.aspx?page=1893.

46 Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street, page 43. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

47 Ibid., pages 46 and 69.

The Transportation Impact Study for 800 Indiana used the year 2035 as the horizon for the cumulative condition. The study intersections and respective LOS in the Cumulative (2035) Condition are as follows[48]:

- 16th Street/Mississippi Street/7th Street (LOS F)
- 16th Street/3rd Street (LOS F)
- Mariposa Street/Mississippi Street (LOS F)
- Mariposa Street/3rd Street (LOS F)
- Mariposa Street/Indiana Street (LOS D)
- Mariposa Street/I-280 NB Off-Ramp/Owens Street (LOS F)
- 20th Street/Tennessee Street (LOS B)
- 20th Street/3rd Street (LOS F)
- 22nd Street/Indiana Street (LOS B)
- 22nd Street/Minnesota Street (LOS B)
- 22nd Street/3rd Street (LOS F)

The proposed project would not result in or contribute to significant 2035 cumulative impacts at Mariposa Street/Indiana Street, 20th Street/Tennessee Street, 22nd Street/Indiana Street, and 22nd Street/Minnesota Street.[49]

The analysis of the proposed project's contribution to critical movements determined that the proposed project would contribute less than 5 percent to the following intersections: 16th Street/Mississippi Street/7th Street, 16th Street/3rd Street, Mariposa Street/Mississippi Street, and Mariposa Street/3rd Street.[50]

Furthermore, the proposed project would have no contribution to the critical movements of the following intersections: Mariposa Street/I-280 NB Off-Ramp/Owens Street, 20th Street/3rd Street, and 22nd Street/3rd Street.[51] Therefore, the proposed project's contribution to unacceptable operations under 2035 Cumulative Conditions would be less than significant.

The Traffic Impact Study concluded that proposed project would not create or contribute to a significant cumulative impact related to vehicular traffic.[52] The project sponsor has voluntarily incorporated Improvement Measures I-TR-1 through I-TR-4 to further reduce single occupancy vehicle trips by encouraging a shift to other modes of transportation.

For the above reasons, the proposed project would not result in significant individual or cumulative traffic impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR.

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48 Ibid., page 69.
49 Ibid., pages 71–72.
50 Ibid., pages 71–72.
51 Ibid., pages 71–72.
52 Ibid., page 53.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 are streetscape variants that inherently would not generate any new person-trips or vehicle trips. Neither variant would reduce the existing roadway capacity for vehicles; therefore, they would likely result in traffic impacts that would be the same as under the proposed project. Variants 1 and 2 would likely result in traffic calming along Indiana Street through a number of streetscape improvements and would maintain the existing low volume vehicular travel and traffic operations. As under the proposed project, the impact on traffic associated with Variants 1 and 2 would be less than significant. Variants 1 and 2 would not result in any individual or cumulative traffic impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR for traffic, and no mitigation measures would be necessary [53]

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would not be expected to generate any new vehicular trips, nor would it alter or reduce the existing roadway capacity for vehicles; therefore, if combined with the proposed project or Variant 1 or 2, Variant 3 would likely result in traffic impacts that would be the same as under the proposed project. As under the proposed project, the impact on traffic associated with Variant 3 would be less than significant because it would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Transit

The project site is located within a quarter mile of several local transit lines including:

- Muni lines: T Third, 22 Fillmore, and 48 Quintara/24th Street
- Caltrain

These local transit lines provide transfer to other Muni bus and light rail lines, and/or regional transit providers, including: BART, Caltrain, Golden Gate Transit, AC Transit, and SamTrans.[54] The proposed project would add 37 transit trips to regional transit providers, including eight transit trips to the East Bay, 26 transit trips to the South Bay, and three transit trips to the North Bay.

The proposed project would be expected to generate 106 transit trips (70 inbound and 36 outbound) during the PM peak hour. Given the wide availability of nearby transit, the addition of 106 PM peak hour transit trips would be dispersed among the three nearest Muni lines and Caltrain, and would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods FEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven transit (Muni) lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore, and 48-Quintara (the T Third was shown to be operating well under capacity in the Eastern Neighborhoods FEIR). Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information, and storage/maintenance

[53] Ibid., pages 60 and 64.
[54] Ibid., page 47.

capabilities for Muni lines in the Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impacts was adopted as part of the FEIR Certification and project approval.

The proposed project would contribute 106 PM hour transit trips which would be dispersed among the 22 Fillmore (inbound and outbound), the 48 Quintara-24th Street (inbound and outbound), and the T Third Street (inbound and outbound). Project contribution to ridership on these lines would constitute one to 5 percent of the ridership on each of these lines, all of which are operating at less than 85 percent capacity. The proposed project would therefore not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

For the above reasons, the proposed project would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to transit, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Improvements

Variants 1 and 2 are streetscape variants that inherently would not generate any new person-trips, including transit trips. The traffic calming elements for both variants would not affect Muni surface bus operations because no Muni routes operate or are planned to operate along the Indiana Street corridor, nor do Muni buses use this corridor to get to the start or end of a route.[55] Transit impacts for both variants would be less than significant, and neither variant would result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to transit, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would include conversion of the unused dead-end public right-of-way on 20th Street, underneath the 20th Street overpass and located directly north of the proposed project site, into a public plaza that would be used primarily as a dog park. Users of the plaza/dog park are anticipated to primarily include residents in the immediate area; therefore, use of transit is not expected to be necessary to get to and from the plaza/dog park. Thus, Variant 3 would not generate any new transit trips. Because it would not generate any additional transit trips, if combined with Variant 1 or 2, Variant 3 likely would result in the same transit impacts as under the proposed project. As under the proposed project, the impact on transit associated with Variant 3 would be less than significant. Variant 3 would not result in individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Pedestrian

The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median, which would be conditions that could adversely affect pedestrians. Overall, the proposed project would add up to 208 pedestrian trips on streets surrounding the proposed project site (this would include 105 transit-access trips and 103 walk trips) during the weekday PM peak hour. These new pedestrian trips would be spread out over several adjacent sidewalks and crosswalks. Pedestrian volumes around the proposed project site generally are low to moderate. Pedestrian access to the proposed project site would be provided along Indiana Street, through the building lobbies.

[55] Ibid., pages 60 and 64.

The proposed project would also reduce the number of conflict points between vehicles and pedestrians by consolidating six existing driveways into two 12-foot-wide driveways. The proposed project would expand the sidewalk along the Indiana Street frontage from 15 feet to just over 20 feet south of the central loading zone and from 15 feet to 29 feet north of the central loading zone. In both cases, the expanded sidewalk would exceed the recommended standard width of 15 feet for mixed-use streets in the Better Streets Plan. The effective width of the existing sidewalk would be widened slightly, from 7 feet to a minimum of at least 7.5 feet. The new sidewalk would include landscaping to match the eastern side of the street and would improve the overall pedestrian experience in terms of capacity, safety and pedestrian amenities.

Additionally, by virtue of widening the sidewalk, the proposed project would reduce the crossing distance at the southern approach to the intersection of the 20th Street/Indiana Street underpass. A bulb-out is on the southeastern corner of this intersection, and the proposed project would install a striped crosswalk to increase the visibility of crossing pedestrians to drivers.

The Traffic Impact Study identified some gaps in the pedestrian network on the direct route between the proposed project site and the T-Third light rail stop at 20th and 3rd Streets. The TIS also identified a "pinch point" between the proposed project site and the 22nd Street Caltrain station. The proposed project likely would add an incremental number of pedestrians to these routes. Also, many unsignalized intersections near the proposed project site have unmarked crosswalks and/or lack accessible curb ramps.

However, the Traffic Impact Study concluded that overall, pedestrian facilities generally are adequate and the overall effect of the proposed project would be a net improvement to pedestrian conditions in the area.[56] The proposed project would not create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility to the proposed project site and adjoining areas.

As such, the proposed project would not cause a hazard to pedestrians or otherwise interfere with pedestrian accessibility to the project site and adjoining areas. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. For the above reasons, the proposed project would not result in individual or cumulative significant impacts related to pedestrian safety that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

The streetscape designs included as part of Variants 1 and 2 would upgrade pedestrian facilities and would comply with the Better Streets Plan. Bulb-outs are proposed at every intersection corner between 18th and 22nd Street on Indiana Street for both variants. Bulb-outs would aid pedestrians by shortening crossing distance and improving visibility between drivers and pedestrians. Installation of curb cuts at every crossing would provide ADA-compliant accessibility along the corridor. Both variants would maintain a throughway between 6 and 8 feet along the length of the corridor.

Combined edge/furnishing zones with a width of 7 feet are proposed along much of the east and west side of Indiana Street for the Hybrid Streetscape Improvements variant, and only on the east side for the Linear Park Streetscape Improvements variant. These zones would provide a buffer between pedestrians and parked cars. Frontage zones with a width of between 5 and 14 feet are proposed along much of the east and west sides of Indiana Street, between the roadway and building edge for Variant 1, and only on the east side for Variant 2. Removal of parking on the west side of Indiana Street for the Variant 2 would

[56] Ibid., page 53.

allow for the extension of the sidewalk to a width of 35.5 feet, allowing for programmed amenity spaces. Neither variant would result in new individual or cumulative environmental effects related to pedestrian safety, or effects of greater severity than identified in the Eastern Neighborhoods FEIR and impacts of the variants on pedestrians would be less than significant, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would be likely to attract additional pedestrians to the area because it would be a new amenity that would serve the community. However, the proposed project and Variants 1 and 2 would increase pedestrian capacity, visibility, and safety, and when combined with Variant 3, additional local pedestrian traffic would be accommodated. It should also be noted that without the implementation of Variants 1 or 2, there would also be sufficient capacity to accommodate any increase in pedestrian travel generated by Variant 3. Thus, impacts under Variant 3 would be the same as under the proposed project and would be less than significant. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Bicycle

The Eastern Neighborhoods FEIR analysis found that bicycle volumes are relatively low in the Central Waterfront district, and the FEIR did not identify any significant impacts related to future bicycle conditions.[57]

Several bicycle routes are near the proposed project site, including bicycle lanes on 16th Street and Illinois Street, and a bicycle route on Indiana Street. The Indiana Street bicycle route consists of sharrows in both directions, and bicycle traffic is moderate. The City's approved Bicycle Plan proposes bicycle improvements in the Central Waterfront district. The proposed project is anticipated to generate up to 103 bicycle trips on surrounding streets during the PM peak hour, but would not adversely affect bicycle facilities in the area, because of sufficient existing capacity.

The proposed project would remove the existing six curb cuts on the site frontage (Indiana Street) and would install two new driveway curb cuts. The reduction in curb cuts would reduce the number of locations for conflict between turning vehicles and bicycles.

Planning Code Section 155.2 requires that residential buildings with more than 100 dwelling units provide 100 Class 1 bicycle parking spaces plus one Class 1 bicycle parking space for every four dwelling units over 100. Based on this Planning Code requirement, the proposed project would need to provide a minimum of 160 Class 1 bicycle spaces. The proposed project would provide a total of at least 160 Class 1 and 17 Class 2 bicycle spaces, thus exceeding the Planning Code requirement.

The 103 PM peak hour bicycle trips generated by the proposed project would be accommodated on surrounding streets and existing bicycle routes, and would not adversely affect bicycle facilities in the area. Further, the proposed project would not create a new hazard or substantial conflict to bicycling; and would not adversely affect bicycle accessibility to the site.[58] Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially adversely affect bicycle travel in the area. In addition, the frequency of vehicles entering and exiting the

[57] San Francisco Planning Department. 2008. Eastern Neighborhoods FEIR, page 295. Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400, or at http://www.sf-planning.org/index.aspx?page=1893.

[58] Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street, page 51. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

project site would not be substantial enough to cause a hazard to bicyclists. For the above reasons, the proposed project would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to bicycle safety, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

The traffic calming elements of both variants, such as pedestrian bulb-outs at every intersection and narrower travel lanes, may deter non-local truck trips from Indiana Street and would be likely to reduce automobile speeds, both of which would benefit cyclists riding on Indiana Street. Observations indicate truck volumes on Indiana Street are relatively low, such that any possible diversion of non-local truck trips to parallel streets such as Minnesota Street or Tennessee Street would be negligible.

The back-in diagonal parking spaces for Variant 1, the Hybrid Streetscape Plan would allow for greater visibility between drivers and passing bicyclists than the existing perpendicular parking spaces and front-in diagonal parking. The Variant 2, Linear Park Streetscape Plan would remove perpendicular parking on the north side, reducing the possibility of collisions between bicycles and vehicles maneuvering to park. Variants 1 and 2 would have a less than significant impact on bicyclists. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to bicycle facilities and safety, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would likely not attract additional bicyclists to the area because it would be a new amenity designed to serve the residents and their dogs, in the immediate vicinity, and it is anticipated that most users would arrive by walking. Some minor conflicts could occur between bicyclists and increased pedestrian trips associated with residents walking their dogs to and from the park, and crossing Indiana Street. If combined with Variant 1 or 2, Variant 3 would result in the same bicycle trip impacts as under the proposed project because Variant 3 would not generate any new bicycle trips. As under the proposed project, Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Loading

Planning Code Section 152.1 requires no off-street loading spaces for residential development less than 100,000 sf or retail use less than 10,000 sf in gross floor area. However, under the Planning Code, the proposed project would be required to provide two off-street loading spaces, because it is a residential development that is between 200,000 and 500,000 square feet.

The proposed project's multi-family residential uses are anticipated to generate approximately 8.5 delivery/service vehicle trips per day, consisting primarily of small trucks and vans.[59] This corresponds to a peak demand of less than one loading space during both the peak and average hour of loading activities. The proposed project would not provide any off-street loading, and therefore, the loading demand would need to be accommodated on-street within existing and proposed commercial vehicle curbside loading spaces.

[59] Ibid., page 40.

The proposed project includes three on-street 40-foot loading spaces, subject to SFMTA approval. If approved, they would be located along Indiana Street and would accommodate the proposed project's loading demand of less than one loading space during both peak and average hours, as estimated under the SF Guidelines.

For the above reasons, the proposed project would not result in significant individual or cumulative loading-related impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

The size and location of the three loading zones between 20th Street and 22nd Street would be the same for both variants as under the proposed project. Both Variants 1 and 2 would relocate the existing loading zone between 19th Street and 20th Street to the east side of Indiana Street, between 18th Street and 19th Street, adjacent to University of California, San Francisco (UCSF) property. The existing loading zone would be replaced with 15 spaces of parallel parking, leading to a net loss of one on-street parking space between 19th Street and 20th Street for the Hybrid Streetscape Improvements variant.

Under both variants, the relocated loading zone would be located 150 feet north of the intersection with 19th Street and would be 40 feet long. Because it would be located immediately north of a large driveway, ample space would exist for a single unit (SU) 30 truck or garbage truck to access the space by maneuvering ahead of it and reversing into the designated space. Currently, no loading zones exist on Indiana Street between 18th and 19th Streets. To the extent other projects (e.g., 650 Indiana Street) would require on-street loading, the number of on-street loading spaces for those projects would be determined based on calculated loading demand.

Because goods to be loaded and unloaded could be transported small distances (e.g., up to 500 feet) along the proposed sidewalk, the repositioning of the loading zone from the west side of Indiana Street between 19th and 20th Streets to the new location on the east side of Indiana Street would still serve land uses along the length of Indiana Street between 18th and 22nd Streets. Although the existing loading zone between 19th and 20th Streets currently serves the Cresco site adjacent to it, the proposed streetscape changes resulting in the relocation of this loading space would be implemented only along this frontage if the Cresco site is redeveloped. Therefore, no impact on loading would occur, and loading demand could be accommodated within the proposed on-street loading facilities.[60]

A truck turning analysis was conducted for all turning movements affected by the proposed pedestrian bulb-outs under the Hybrid Streetscape Improvements variant, aside from the left turn movement from westbound 20th Street underpass onto southbound Indiana Street, which is prohibited for all vehicles. Both an SU 30 truck and a 40-foot bus were tested. The turning analysis concluded that all turning movements would be possible within the right-of-way for both variants.[61]

Neither variant would increase loading demand, or reduce loading supply; therefore loading impacts would be less than significant. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

[60] Ibid., pages 61 and 65.
[61] Ibid.

Variant 3 – 20th Street Plaza/Dog Park

As a new amenity for local residents, Variant 3 would be likely to attract additional local pedestrian trips; mainly residents walking their dogs. With increased local pedestrian activity, some minor conflicts could occur near loading areas. However, the designated loading areas are designed to have adequate space to accommodate loading activities, and would not be located too close to pedestrian crosswalks. Furthermore, the proposed dog park is not expected to generate substantial additional truck trips that would need to be accommodated within existing and proposed loading spaces. Thus, if combined with the proposed project, Variant 1, or Variant 2, Variant 3 would result in the same impact on loading as under the proposed project, which would be less than significant. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Circulation and Access

As a programmatic review of a planning-level document, the Eastern Neighborhoods FEIR did not provide a detailed discussion of circulation and access or design-related traffic hazards since these issues are site- and/or project-specific. A discussion of site circulation, access and potential conflict points between modes of transportation follows.

Vehicle access to the project site would be from Indiana Street. As discussed above, an increase in traffic would occur during the peak hour with 175 new vehicle trips inbound to the project site. At this time, some vehicles entering the driveway from the south may need to pause and wait for a gap in on-coming traffic before making a left-hand turn into the project driveway. Based on the traffic volumes on Indiana Street, this is not expected to result in substantial queuing and would not substantially affect traffic flow on Indiana Street or at the intersection of Indiana Street/20th Street. Vehicle queues at the project driveways into the public right-of-way would be subject to the Planning Department's vehicle queue abatement Conditions of Approval (Improvement Measure TR-4). Improvement Measure TR-4 would further improve circulation and access conditions near the project site.

If implemented, Variants 1 and 2, the Hybrid Streetscape and Linear Park Streetscape Plans would include traffic-calming measures that would reduce hazards at conflict points between pedestrians, bicyclists, and vehicles, due to lower vehicle travel speeds, increased buffers, and increased pedestrian and bicycle visibility without inherently generating any additional vehicle trips. Thus, circulation and access would be enhanced, and hazards due to conflicts between modes, further reduced.

If implemented, Variant 3 would not generate any new trips, nor would it alter or reduce the existing roadway capacity for vehicles or change circulation and access in the area. The unused dead-end of the 20th Street public right-of-way currently is used as storage for rental equipment and does not currently provide a circulation route for any mode of transportation. The conversion to a plaza/dog park would allow increased localized pedestrian circulation. If combined with Variant 1 or 2, Variant 3 would result in substantially the same circulation and access as under the proposed project.

Emergency Access

The proposed project, Variants 1, 2, and 3 would not close off any existing streets or entrances to public uses. The design of the fence that would surround the plaza/dog park includes a gate that would meet the San Francisco Fire Department's code standards for emergency vehicle access. Further, the streetscape improvements included in Variants 1 and 2 including the proposed bulb-outs would accommodate the turning movements for a 40 foot bus, which has a larger turning radius than the typical San Francisco Fire

Department truck. Therefore, the proposed project and Variants 1, 2, and 3 would not result in any significant impacts on emergency access that were not identified in the Eastern Neighborhoods FEIR.

Construction

The proposed project's construction activities would last approximately 26 months and would include below-ground surface construction and building construction. Although construction activities would result in additional vehicle trips to and from the project site from workers and material and equipment deliveries, these activities would be limited in duration. Therefore, the proposed project's construction would not result in significant impacts on transportation, either individually or cumulatively, that were not identified in the Eastern Neighborhoods FEIR.

Parking

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:

a) The project is in a transit priority area.

b) The project is on an infill site.

c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.[62] The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand 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. Although parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles, or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

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

[62] San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 800 Indiana Street, March 3, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1374E.

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 San Francisco General Plan polices, 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 because of others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. 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 new residential and retail uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking would be for 353 parking spaces in the midday (of which 350 would be long-term and 3 would be short-term parking spaces), and 430 parking spaces in the evening (all of which would be long-term parking spaces), based on the methodology presented in the SF Guidelines.[63]

The proposed project would provide 230 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 123 (midday) and 200 (evening) spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

The proposed project is within the UMU designation. Under this designation, the Planning Code specifies parking maximums, rather than minimums. Under Section 151.1 of the Planning Code, up to 266 parking spaces are allowed. Also, as required by the Planning Code, the project sponsor would not "bundle" parking spaces with the residential units. Residents would have the option to rent or purchase a parking space, but parking space would not be automatically provided with the residential unit. This would generate a financial incentive for car-free living along with the provision of car-share parking spaces. Both of these measures would serve to discourage private auto use and could reduce the parking demand associated with the proposed project. The proposed project's garage entrance (access only) would be located near the northern end of the proposed project site and the egress-only driveway near the southern end of the site. Both driveways would have a width of 12 feet. The traffic volumes during the PM peak hour (175 inbound and 88 outbound) would result, on average, in approximately three cars arriving at the

[63] Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street, page 55. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

access driveway per minute and three cars departing every 2 minutes. This rate of arrival and departure is not expected to cause substantial queuing at either driveway.[64]

The Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 353 (midday) and 430 (evening) spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

Variant 1 – Hybrid Streetscape Plan

Variant 1, the Hybrid Streetscape Improvements variant would include a combination of parallel parking and back-in angled parking to achieve a balance between space allotted to parking (areas with back-in parking) and space dedicated to pedestrian access (wider sidewalks at areas with parallel parking). Between 18th and 20th Streets, this variant on the west side would create parallel parking in 14 spaces north of 19th Street (where currently 30 perpendicular spaces exist, which would be a reduction of 16 spaces) and 15 spaces south of 19th Street (where currently 21 perpendicular spaces exist, which would be a reduction of 6 spaces).

On the east side, this variant would create seven parallel parking spaces and a loading zone north of 19th Street (where currently 11 parallel spaces exist, which would be a reduction of 4 spaces) and a bay of 31 back-in angled spaces south of 19th Street adjacent to Esprit Park (where currently 21 parallel spaces exist, which would be an increase of 10 spaces). Between 20th and 22nd Streets, this variant on the west side would create 33 back-in angled spaces, 8 parallel parking spaces, and 3 loading zones. On the east side, this variant would create 32 parallel parking spaces.

This variant would reduce the amount of on-street parking along Indiana Street between 18th and 22nd Streets by 31 spaces. Currently, 171 on-street spaces exist along this segment, and the variant would reduce this number to 140. The Hybrid Streetscape Improvements variant would not inherently increase parking demand, but it would reduce supply by 31 spaces. The overall occupancy in the study area with the proposed project and variant would be 97 percent. In the evening period, the proposed project would increase demand by 430 and supply (off-street) by 230. With the reduction of 31 spaces under the Hybrid variant, demand in the study area would be 1,238 spaces, supply would be 1,554 spaces, and the overall occupancy in the study area with the proposed project and variant would be 79 percent.[65]

[64] Ibid., page 59.
[65] Ibid., page 63.

The number of unoccupied spaces in the proposed project vicinity would fall from 165 to 35 and 523 to 316 in the midday and evening, respectively. This variant would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. Variant 1 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 2 - Linear Park Streetscape Plan

Variant 2 would retain parallel parking on the east side of Indiana Street and remove all parking from the west side between 18th and 22nd Streets. Between 18th Street and 20th Street, this variant would remove all parking on the west side of Indiana Street and construct a 37-foot wide linear park, and 16 parallel spaces on the east side. Between 20th and 22nd Streets, this variant proposes no parking or loading zones on the west side and 33 parallel parking spaces on the east side. In total, this variant would remove 95 perpendicular spaces and 10 parallel spaces from the west side.

This variant would reduce the amount of on-street parking along Indiana Street between 18th Street and 22nd Street by 115 parking spaces. Currently, 171 on-street spaces exist along this segment, and this variant would reduce this number to 56 spaces. The Linear Park Streetscape Improvement variant would not inherently increase parking demand, but it would reduce supply by 115 spaces. Thus, the overall demand in the study area with the proposed project and variant would exceed the supply by three percent. In the evening period, the proposed project would increase demand by 430 spaces and (off-street) supply by 230 spaces. With the reduction of 115 spaces under the Linear Park variant, demand in the area would be 1,238 spaces, supply would be 1,480 spaces, and the overall occupancy in the study area with the proposed project and variant would be 84 percent.[66]

The demand would exceed supply in the midday, and the number of unoccupied spaces in the proposed project vicinity would fall from 165 to 35 in the evening. Although this variant would result in a shortfall in the mid-afternoon, this area is well-served by transit and other modes. Drivers may seek alternative parking facilities further from the project site, shift to other modes of travel, or change their overall habits. Therefore, it is not anticipated that the net loss in parking spaces would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. Variant 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 - 20th Street Plaza/Dog Park

As described above, Variant 3 would include a plaza/dog park on a currently underutilized parcel that primarily would be accessed by pedestrians who live in the area. Variant 3 would not include any new parking spaces and would not generate a demand for additional parking spaces. Thus, if combined with the proposed project or with Variant 1 or 2, Variant 3 would be likely to result in the same parking impacts as under the proposed project that would be less than significant. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

[66] Ibid., page 67.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
6. NOISE—Would the project:						
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☒	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☒	☐	☐

The Eastern Neighborhoods FEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/ educational uses, and office uses. In addition, the Eastern Neighborhoods FEIR noted that implementation of the Area Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Eastern Neighborhoods FEIR therefore identified six noise mitigation measures that would reduce the noise impact to a less-than-significant level. A noise modeling[67] and a noise assessment[68] was

[67] The noise modeling data is available for review as part of Case File No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

[68] Shen Milson & Wilke (SM&W). 2014 (March 18). *800 Indiana Street Residential Development San Francisco California Environmental Noise Report-SD Update*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

prepared for the proposed project to determine the project's ability to comply with the Eastern Neighborhoods FEIR mitigation measures; as discussed further, below.

Background

Several noise measurement scales exist, which are used to describe noise in a particular location. A decibel (dB) is a unit of measurement which indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

Many ways exist to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (Leq) is the total sound energy of time-varying noise over a sample period. The predominant rating scales for human communities in the State of California are the Leq and community noise equivalent level (CNEL), or the day-night average level (Ldn) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 PM to 10:00 PM (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 PM to 7:00 AM (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Project Impacts

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 light rail and buses, emergency vehicles, and land use activities, such as industrial uses and periodic temporary construction-related noise from nearby development, or street maintenance.

Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed three-building complex would have a spread footing foundation but may require pile driving to create a permanent horizontal shoring system to support the loads from the freeway retaining wall along the west side of the project site. Mitigation Measure F-1, as identified in the Eastern Neighborhoods FEIR, requires that projects in the proximity of noise-sensitive receptors pre-drill the piles wherever feasible, and that no impact pile drivers are to be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices, use sonic or vibratory sheetpile drivers instead of impact drivers wherever sheetpiles are needed, and schedule such activities for the times of day that would minimize disturbance to neighbors. Based on

the proximity of existing sensitive receptors (approximately 80 feet east of the proposed project site), Mitigation Measure F-1 would apply to the proposed project.

Implementation of the proposed project would result in noise-generating construction activities. Construction of the proposed project would result in temporary elevated noise levels at existing adjacent land uses. Major construction phases are expected to include demolition and ground clearing/grading, dewatering, shoring, excavation, utility and street improvements, and concrete work. In addition, construction would include structural framing, exterior finishes, interior framing, and interior finishes. The noisiest phases typically would be demolition and grading, during which heavy machinery would be employed.

Mitigation Measure F-2 as identified in the Eastern Neighborhoods FEIR requires individual projects that include particularly noisy construction procedures in proximity to sensitive land uses to submit a site-specific noise attenuation measures, under the supervision of a qualified acoustical consultant, to the Department of Building Inspection (DBI) before beginning construction so that maximum feasible noise attenuation would be achieved. Based on the proximity of existing sensitive receptors (approximately 80 feet east of the proposed project site, across Indiana Street), Mitigation Measure F-2 applies to the proposed project.

In addition, all construction activities for the proposed project (approximately 26 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 26 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 26 months), intermittent, and restricted in occurrence and level, because the contractor would be subject to and would comply with the Noise Ordinance.

Compliance with Mitigation Measures F-1 and F-2 (as implemented through Project Mitigation Measures M-NO-1 and M-NO-2, respectively) would reduce potential impacts related to construction noise to a less-than-significant level.

Eastern Neighborhoods FEIR Mitigation Measures F-3: Interior Noise Levels, F-4: Siting of Noise Sensitive Uses, and F-6: Open Space in Noisy Environments include additional measures for individual projects that include new noise-sensitive uses. Mitigation Measure F-3 requires that new development

that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to California Noise Insulation Standards in Title 24, the project sponsor shall conduct a detailed analysis of noise reduction requirements. However, Mitigation Measure F-3 is not applicable to the proposed project because the project is required to comply with Title 24 standards.

Mitigation Measure F-4 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses within 900 feet of and that have a direct line of site to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that acceptable interior noise levels consistent with Title 24 can be attained.

In compliance with Mitigation Measure F-4, project-specific environmental acoustical studies were conducted in 2013 and 2014, including a site survey and a 24-hour ambient noise level measurement.[69,70,71]

As identified in the Eastern Neighborhoods FEIR, and confirmed by the noise measurements, the project site is exposed to high ambient noise levels. The noise measurements were taken using two calibrated sound level meters at various spots on or near the existing Opera Warehouse building. The meters collected noise data continuously over a four day period for a minimum of 24-hours at each location. Additional 15-minute spot measurements were taken during the same time period to extrapolate the 24-hour noise levels to different locations on the site for construction of an accurate acoustical computer model. Noise levels from 64.9 dB to 78.3 dB Ldn were measured around the project site as part of the project's noise study.[72] Potential noise-generating uses within 900 feet and having direct line-of-sight to the project were identified as I-280, Caltrain passbys or horns (a portion of the Caltrain route runs below I-280), and the construction equipment rental store (during business hours). The highest noise levels occur at heights above the elevated freeway where no sound attenuation occurs (see Figure 20, showing ambient noise levels above I-280 elevation). It was assumed that these facilities were operating when on-site noise measurements were conducted.

The ambient noise level measurement results provided traffic operations data for I-280 in the proposed project area, existing interstate highway elevation data, and location data. This data and the proposed project building elevation information was input into the Federal Highway Administration's Traffic Noise Model to estimate I-280 traffic noise levels at building façades and proposed outdoor recreation areas (i.e., southeast roof deck, 5th floor elevation).[73]

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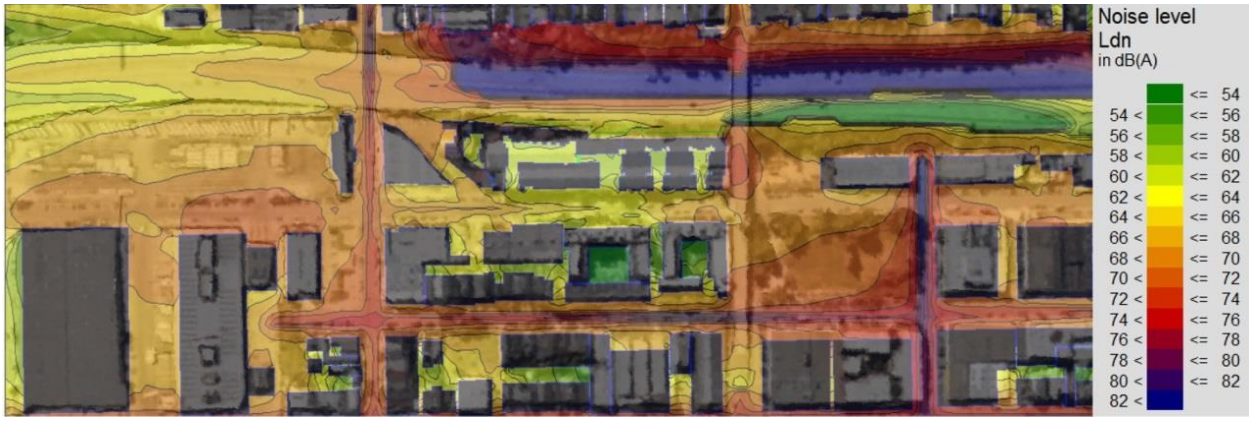
69 The noise modeling data is available for review as part of Case File No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

70 Shen Milson & Wilke (SM&W). 2014 (March 18). *800 Indiana Street Residential Development San Francisco California Environmental Noise Report-SD Update*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

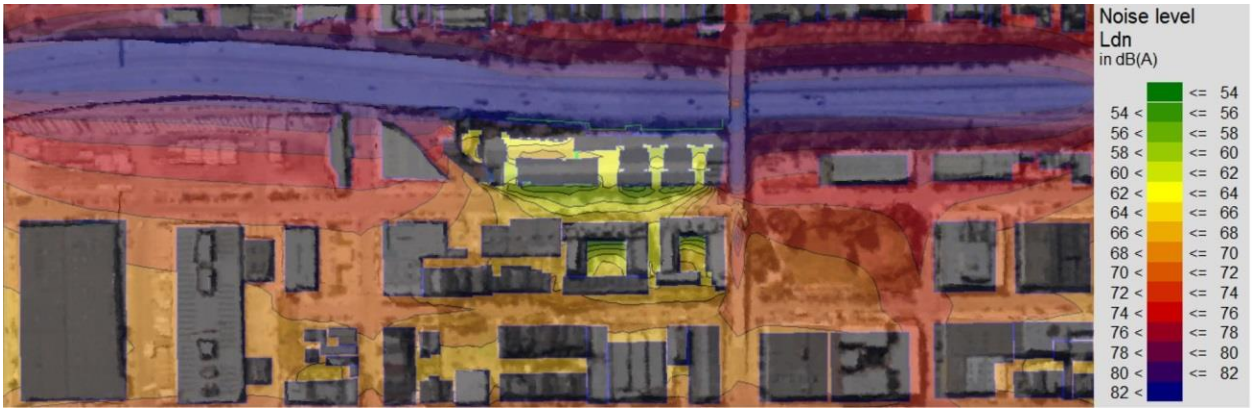
71 Shen Milson & Wilke (SM&W). 2014 (January 14). *800 Indiana Street Sound Isolating Exterior Construction Examples Memorandum*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

72 Shen Milson & Wilke (SM&W). 2014 (March 18). *800 Indiana Street Residential Development San Francisco California Environmental Noise Report-SD Update*, page 2. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

73 The noise modeling data is available for review as part of Case File No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.



Below I-280 Elevation



Above I-280 Elevation

Source: SM&W 2014

Figure 20 Project Site Ambient Noise Levels Below and Above I-280 Elevation

Modeled traffic noise levels under the established future condition (Cumulative plus Project) were calculated at all proposed residential building façades (1st through 5th floors) and the proposed rooftop deck on the southeast corner of the development on Building A. The modeling accounted for the acoustical shielding provided by the elevated interstate highway and intervening proposed project buildings, where applicable.

The accuracy of the traffic noise modeling was verified, using the results of the ambient noise level measurements. Results of the traffic noise modeling for I-280 are shown in Table 2, and shown in Figure 20. I-280 traffic was identified as the dominant source of noise in the proposed project vicinity, and no other significant sources of noise were identified within two blocks of the proposed project site.

As shown in bold numbers in Table 2 and in Figure 21, without attenuation traffic noise exposure at proposed project building façades with direct line of sight to I-280 and the 20th Street Overpass on the western, northern, and southwestern frontages of the proposed project could be as high as 82.4 dB Ldn under future traffic conditions. Calculated traffic noise exposure at the proposed roof-top deck on the south side of the proposed project Building A would be in the range of 66.4-75.1 dB Ldn without attenuation, as shown in Table 2. These noise levels at the site would exceed the established 65 dB Ldn land use compatibility standard.

TABLE 2
SUMMARY OF MODELED TRAFFIC NOISE LEVELS AT PROPOSED PROJECT SITE BUILDINGS—
INTERSTATE 280 CUMULATIVE PLUS PROJECT CONDITION

Receiver Location/Description	Non-Attenuated Noise Level (dB Ldn)	Attenuated Noise Level (dB Ldn)
1st Floor Southeast Corner	69.9	NA
1st Floor South Edge	72.6	NA
1st Floor Southwest Corner	77	NA
1st Floor West Edge	74.2-75	NA
1st Floor Northwest Corner	71.9	NA
1st Floor North Edge	65.7	NA
1st Floor Northeast Corner	67	NA
2nd Floor Southeast Corner	73.3	NA
2nd Floor South Edge	74.5	NA
2nd Floor Southwest Corner	78.6	NA
2nd Floor West Edge	75.8-76.4	NA
2nd Floor Northwest Corner	73.5	NA
2nd Floor North Edge	70.1	NA
2nd Floor Northeast Corner	69.9	NA
3rd Floor Southeast Corner	74.2	NA
3rd Floor South Edge	76.3	NA
3rd Floor Southwest Corner	**81.3**	NA
3rd Floor West Edge	77-78.5	NA
3rd Floor Northwest Corner	76.2	NA

Receiver Location/Description	Non-Attenuated Noise Level (dB Ldn)	Attenuated Noise Level (dB Ldn)
3rd Floor North Edge	71.5	NA
3rd Floor Northeast Corner	71.1	NA
4th Floor Southeast Corner	74.2	NA
4th Floor South Edge	76.3	NA
4th Floor Southwest Corner	**82.1**	NA
4th Floor West Edge	**79.9-82.2**	NA
4th Floor Northwest Corner	79.1	NA
4th Floor North Edge	75.8	NA
4th Floor Northeast Corner	73.9	NA
5th Floor South Edge	76.3	NA
5th Floor Southwest Corner	**82.1**	NA
5th Floor West Edge	**81-82.4**	NA
5th Floor Northwest Corner	**82.4**	NA
5th Floor North Edge	78.5	NA
5th Floor Northeast Corner	75.2	NA
Roof Deck-Green Roof Area	**75.1**	**64.7**
Roof Deck-Bench Area	**70**	**64**
Roof Deck-Gathering Area	**66.4**	**64.9**

Note: Numbers in **BOLD** indicate the highest noise exposure levels for both the residential units and the rooftop deck.
Source: Data compiled by AECOM in 2013

The project design incorporates noise attenuation features to reduce interior noise levels, to meet the 45 dB Ldn criterion under Title 24 (Part 2, Chapter 12, Section 1207.11.2 of the California Building Code) in a number of ways. Where possible, as many of the residential units as possible are placed so that they face the interior courtyards, away from the exterior noise sources. To address the noise level exceedances, the western and most of the northwestern frontage of the proposed project would include a continuous interior corridor between the west exterior wall of all three proposed buildings and the westernmost apartments. The western frontage would be stucco and metal panels over plywood, would have gypsum board on double or staggered stud walls that would provide a high level of noise attenuation, and the corridor would provide a buffer and additional distance between the exterior noise source and the units. The noise analysis concluded that the combination of a heavy exterior wall, large airspace (the interior corridor), and a minimum STC-50 interior unit wall would provide the high sound isolation performance necessary for the proposed western and most of northwestern units on the site with the hallway buffer from the I-280 noise levels.[74]

As shown in Figure 21, the interior corridor would end short of the southwestern corner of Building A and the northeastern corner of Building C. As shown in Figures 5, 8, and 9, units with no building hallway buffer would include three south-facing units in Building A at each level and one north-facing

[74] SM&W. 2014 (January 14). *800 Indiana Street Sound Isolating Exterior Construction Examples Memorandum*, page 1. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco,

unit in Building C at each level. The northern end of Building C would be adjacent to the 20th Street overpass, which has an elevation of approximately 54 feet and 10 inches above street grade and slopes downward from west to east. Therefore, the units on the north side of the building would be exposed to traffic noise, not only from I-280, but also from the 20th Street overpass, particularly the units on Floors 4 and 5, which would be partially above the 20th Street overpass grade. As shown in Table 2 and Figure 20, the worst-case exterior traffic noise levels at building façades for the proposed dwelling units onsite that would be directly exposed to traffic noise (i.e., units with no building hallway buffer) would be approximately 82.4 dB Ldn and 75.2 dB Ldn on the southwest corner of Building A and the northeast corner of Building C, respectively.

The acoustical study provided exterior sound isolating assembly examples, which would achieve code compliance noise in the proposed units (southwest corner of Building A and the northeast corner of Building C) that would be exposed to noise levels up to 82.5 dB Ldn. Assembly examples for exterior wall construction include 5/8-inch stucco, 5/8-inch oriented strand board (OSB), 1/2-inch plywood, 6-inch studs with batt insulation, and 5/8-inch type X gypsum board.[75] This proposed wall construction would meet the noise rating standards of STC-53 to STC-57 (OITC 47 to OITC 48).[76] Assembly examples for glazing include 1/2- to 9/16-inch laminated glass ply, 4- to 5-inch airspace, 3/8-inch glass ply, and pre-fabricated interior laminated sash.[77] The window construction would meet the noise rating standards of STC-49 to STC-59 (OITC 44 to OITC 47), with respect to noise levels.[78] The windows would be operable but would need to be in the closed position to meet the indoor noise standard. Therefore, these units would require a ventilation or air-conditioning system that would not compromise the sound attenuation of the exterior façade.

Based on the proposed building plans, wall construction in general would consist of:

- **Interior**: 2-inch by 6-inch studs spaced 16 inches on center, 5-inch-thick batt insulation, two layers of 5/8-inch gypsum board over resilient channels
- **Exterior**: siding over one layer of 5/8-inch gypsum board over ½-inch plywood sheathing
- **Glazing**: Minimum Sound Transmission Class (STC) 31 windows (standard residential window glazing)[79]

The exterior-to-interior noise level reduction was calculated for the proposed Building A bedroom spaces on the southwest corner and the proposed Building C living room/kitchen spaces on the northeast corner of the building. These noise level reduction values were subtracted from the estimated exterior noise levels to determine interior traffic noise levels within the studied rooms for the proposed project. Based on the proposed construction materials and the calculated exterior traffic noise levels, interior noise levels at the most heavily affected rooms in Building A (southwest corner bedroom spaces) and Building C (northeast corner living room/kitchen spaces) would be approximately 37 dB Ldn and 44 dB Ldn, respectively. These levels would satisfy the 45 dB Ldn noise level limit established by Title 24 regulations. Therefore, no additional construction improvements would be warranted to attentuate traffic noise levels in the proposed residential units.

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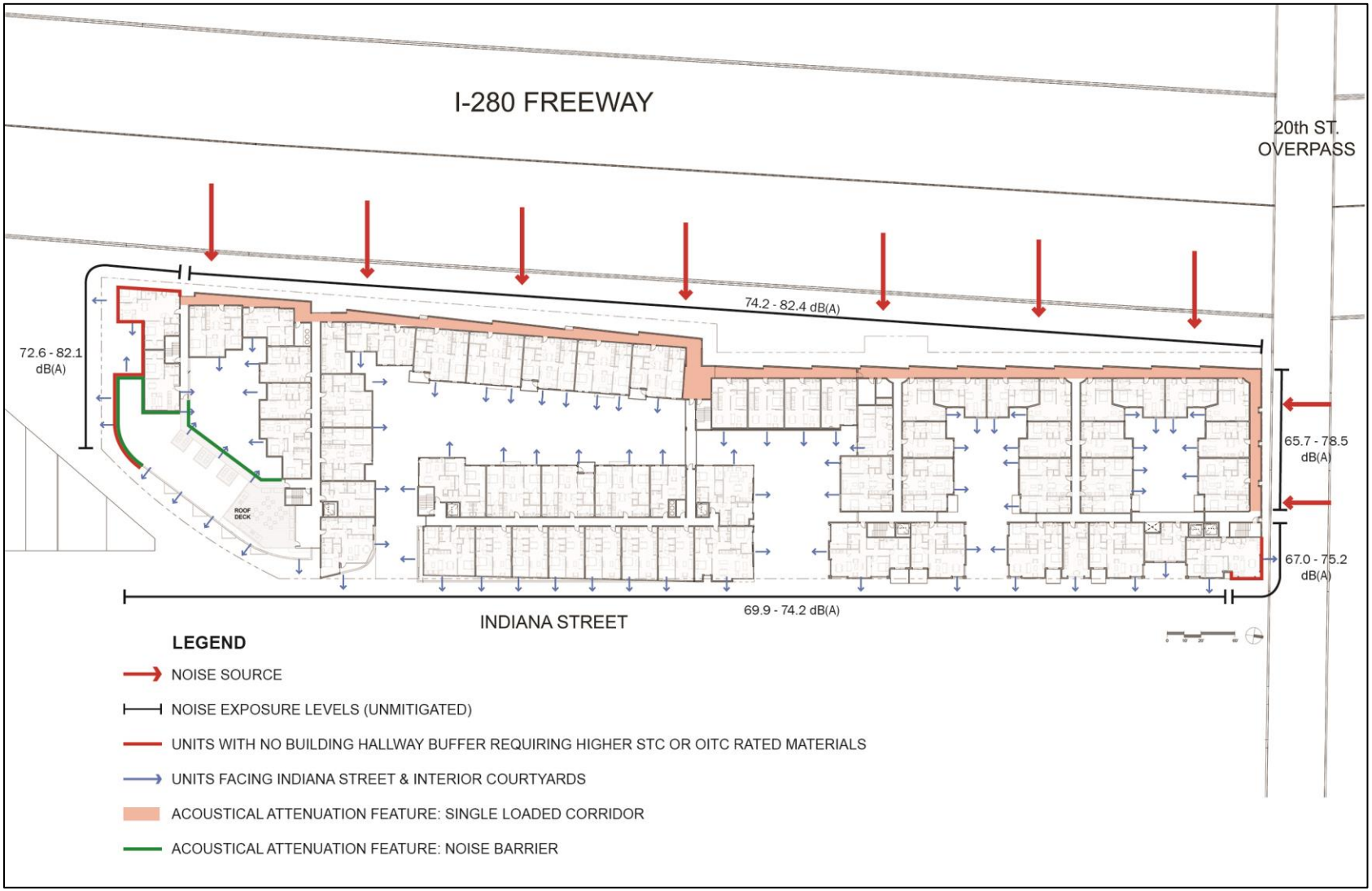
75 Ibid., page 2.

76 Ibid.

77 Ibid.

78 Ibid.

79 Final glazing recommendations will be issued when exterior construction assemblies and exterior elevations are further developed.



Source: Pyatok 2014, AECOM 2014

Figure 21 **Noise Sources and Attenuation Features**

The acoustical study confirmed that it is feasible for the proposed project to achieve code compliance, including Title 24 standards, with regard to interior sound exposure limits in the areas of the project site which would be subject to the highest noise exposure levels. Furthermore, before issuance of a building permit DBI would review the final building plans to ensure that the proposed building walls and floor/ceiling assemblies meet state standards regarding sound transmission. This analysis satisfies the requirements of Mitigation Measure F-4 from the Eastern Neighborhoods FEIR and demonstrates that Title 24 standards could be met; therefore, no particular circumstances about the proposed project appear to warrant heightened concern about noise levels.[80]

Mitigation Measure F-6 requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels. Exterior traffic noise levels of 65 dB Ldn or less at proposed project open space areas would be considered acceptable.

In compliance with Mitigation Measure F-6, Project Mitigation Measure M-NO-3 would be implemented to reduce any potentially significant noise impacts on open space.

As described in the project description, to mitigate future traffic noise levels to 65 dB Ldn or less at the rooftop deck on the southwest corner of the proposed project site, the building design incorporates noise attenuation features to reduce the exterior noise levels at the rooftop deck. As shown in Figure 21, a noise barrier would be constructed along the western and southern boundaries of the deck space. Specifically, a barrier measuring no less than 7 feet high relative to the deck floor would extend from the project Building A (north) to the south along the west boundary of the deck. At the southwest corner of the deck, this barrier may be reduced to a height of 4 feet relative to the deck floor, and would extend approximately 45 feet east (to the start of the building curve). The barrier material/system would be continuous without gaps or holes, providing acoustical insulation integrity. The barrier materials/system would provide an STC rating of no less than 25, which would include glass panels of appropriate thickness. The noise analysis has determined that these noise barriers would reduce noise levels on the roof deck to less than 65 dB Ldn.

Eastern Neighborhoods FEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. Ambient noise levels in San Francisco are largely influenced by traffic-related noise. Because the proposed project would not develop new noise-generating uses (e.g., commercial, industrial), and on-site project-related noise sources (e.g., mechanical equipment) are not expected to produce noise levels at neighboring properties in excess of existing, ambient noise levels, Mitigation Measure F-5 is not applicable to the proposed project.

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 increase). The proposed project would not double traffic volumes because it would generate approximately 1,567 daily vehicle trips, with approximately 266 vehicle trips during the PM peak-hour. In addition, operation of the proposed project would not include any other constant or short-term noise generating sources (e.g., diesel generator) that would be perceptible in the project vicinity.

[80] SM&W. 2014 (March 18). *800 Indiana Street Residential Development San Francisco California Environmental Noise Report-SD Update*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

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

For the above reasons, the proposed project would not result in significant individual or cumulative noise impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would include road and sidewalk resurfacing and restriping, construction of curb ramps and corner bulb-outs, installation of street furniture, and planting of vegetation in addition to the activities associated with the construction of the proposed project at 800 Indiana Street. The construction activities could result in a temporary noise increase associated with movement of construction vehicles and use of heavy equipment during the street resurfacing phase. Construction noise associated with Variants 1 and 2 would have a similar level of noise impacts as under the proposed project. As with the proposed project, Eastern Neighborhoods FEIR Mitigation Measure F-2 would apply to Variants 1 and 2 through implementation of Project Mitigation Measure M-NO-1 and M-NO-2, for construction noise impacts. Therefore, noise impacts would be less than significant with mitigation.

Variants 1 or 2 would not include siting new sensitive receptors nor result in operational noise impacts beyond the proposed project. Therefore, existing noise levels would have no adverse effect on these variants. Variants 1 and 2 would not result in significant individual or cumulative noise impacts specific to the proposed project or the proposed project site that were not identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would require grading as well as installation of a fence and landscaping during construction of the plaza/dog park in addition to the construction activities associated with the proposed project at 800 Indiana Street. The construction activities could result in a temporary noise increase associated with movement of construction vehicles and use of equipment. Construction noise associated with Variant 3 would have a similar level of noise impact as under the proposed project and Variant 1 or 2. As with the proposed project, Eastern Neighborhoods FEIR Mitigation Measure F-2 would apply to Variant 3 through implementation of Project Mitigation Measures M-NO-1 and M-NO-2, for construction noise impacts. Therefore, noise impacts would be less than significant.

Variant 3 would not include siting new sensitive receptors nor result in operational noise impacts, beyond the proposed project. Therefore, existing noise levels would have no adverse effect on this variant. Variant 3 would not result in significant individual or cumulative noise impacts specific to the proposed project or the proposed project site that were not identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
7. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.—Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☒	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and pollutant emissions; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter (DPM) and toxic air contaminants (TACs) as part of everyday operations. These significant impacts would conflict with the applicable air quality plan at the time, the Bay Area 2005 Ozone Strategy. The Eastern Neighborhoods FEIR identified four mitigation measures that would reduce the air quality impacts to a less-than-significant level.

Given that the proposed project is a residential development, to which Variants 1 and 2 would add some additional streetscape improvements, and Variant 3 would add a dog park (if approved), the proposed project would not create objectionable odors, and Topic 7e is not applicable. Topics 7a – 7d are discussed, below.

Background

The San Francisco Bay Area Air Basin (SFBAAB) encompasses San Francisco, Alameda, Contra Costa, San Mateo, and Napa Counties, and includes parts of Solano and Sonoma Counties. Although air quality in the air basin has generally improved over the last several decades, elevated levels of ozone, carbon monoxide, and particulate matter have been observed. In most of the Bay Area, transportation-related sources account for a majority of air pollutant emissions. Therefore, a major focus of the BAAQMD is on reducing vehicle trips associated with new development.

The federal Clean Air Act and California Clean Air Act contain ambient air standards and related air quality reporting systems to be used by regional regulatory agencies in developing air pollution control measures. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing, and enforcing the federal and State ambient air quality standards for criteria pollutants. Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants:[81] carbon monoxide (CO), ozone (O3), nitrogen dioxide (NO2), sulfur dioxide (SO2), lead (Pb), and suspended particulate matter (PM).

In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air district are used to manage total regional emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations and could adversely affect or delay the projected attainment target year for certain criteria pollutants. Table 3 shows air quality significance thresholds of criteria air pollutants 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 3
CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Because of the conservative nature of the thresholds and the basin-wide context of individual project emissions, no direct correlation exists between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NOx) and reactive organic gases (ROG).

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

[81] Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

(NOx). 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 NOx, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).[82] 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 PM2.5).[83] 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 PM2.5, 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.[84] Although the regulations specified above apply to new or modified stationary sources, land use development projects result in ROG, NOx, PM10 and PM2.5 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. Because of 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.[85] Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[86] The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.[87] 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,

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

83 PM_{10} is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. $PM_{2.5}$, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

84 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 16.

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

86 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 27.

87 BAAQMD, CEQA Air Quality Guidelines, May 2011.

and mortality. Hundreds of different types of TACs exist, 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.[88]

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 (PM2.5) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[89] In addition to PM2.5, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[90] 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 PM2.5 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.[91] 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

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88 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.

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

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

91 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 67.

Hazardous Air Pollutants (NESHAP) rulemaking,[92] 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.[93]

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 PM2.5 standard of 15 μg/m^3 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/m^3. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM2.5 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.

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. Sensitive receptors within these Air Pollutant Exposure Zones are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these Air Pollutant Exposure Zones. These locations (i.e., within Air Pollutant Exposure Zones) require additional consideration when projects or activities have the potential to emit toxic air contaminants (TACs), including diesel particulate matter (DPM) emissions from temporary and variable construction activities.

The City has determined that the project site and surrounding sensitive receptors, including a school and residential buildings, are not located within identified exposure zones. However, the project site is within 500 feet of I-280 freeway; thus an analysis of the proposed construction activities was conducted to determine whether the proposed project would result in significant construction-related effects or effects that may be more severe than those discussed in the Eastern Neighborhoods FEIR[94]. As demonstrated in the CalEEMod analysis below, the proposed project would not exceed the thresholds provided by the BAAQMD for construction-related criteria air pollutants including exhaust particulate matter.

Construction Emissions (Criteria Air Pollutants)

Construction activities from the proposed project would result in the generation of dust, primarily from ground-disturbing activities. Eastern Neighborhoods FEIR Mitigation Measure G-1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. (This mitigation measure was identified in the Eastern Neighborhoods Initial Study.) Subsequent to publication of the Eastern Neighborhoods FEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction

92 54 Federal Register 38044, September 14, 1989.

93 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 67.

94 CEQA Guidelines Section 15183(b)(4).

Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by 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 would 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 would 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 would be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

The site-specific Dust Control Plan would require the project sponsor to: submit of a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements.

The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, therefore the portions of Mitigation Measure G-1 that deal with dust control are not applicable to the proposed project.

Also, subsequent to publication of the FEIR, the BAAQMD provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),[95] which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project's criteria air pollutant emissions may 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. If a project is below the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project would exceed the screening criteria provided in the BAAQMD Air Quality Guidelines for construction-related criteria air pollutants; therefore, a Final Air Quality Analysis[96] was prepared for the proposed project. To determine project construction and operational criteria air pollutant emissions, the California Emissions Estimator Model (CalEEMod v.2013.2.2)[97] was used.

Construction activities from the proposed project would also result in the emission of criteria air pollutants and DPM from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the project would occur over an approximately 26-month period. Diesel-fueled equipment would be required for the duration of the project.

CalEEMod Version 2013.2 was used to estimate average daily construction-related emissions of ozone precursors (i.e., ROG and NOX) and criteria air pollutants (i.e., particulate matter with aerodynamic diameter less than 10 microns [PM10] and particulate matter with aerodynamic diameter less than 2.5 microns [PM2.5]). Based on information provided by the applicant, the construction phasing schedule shown in Table 4 was input in CalEEMod. Using the Annual Emissions Results data set from CalEEMod, average daily construction emissions were calculated by converting the annual results from tons per year to pounds per day, then dividing the result by 589, the total number of days of construction (5 days per week for 26 months) for comparison with the BAAQMD's thresholds of significance.

TABLE 4
PROJECT CONSTRUCTION PHASING

Phase Name	Start Date	End Date
Demolition	06/01/2015	06/26/2015
Grading/Soil Off Haul of Debris	06/29/2015	09/18/2015
Grading Earthmoving	09/21/2015	12/11/2015
Building Construction	12/14/2015	08/31/2017
Paving	01/04/2016	01/12/2016
Architectural Coating	01/02/2017	08/31/2017

Source: AECOM, 2013.

[95] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

[96] AECOM, Final Air Quality Analysis for 800 Indiana Street, April 8, 2014.

[97] CalEEMod is the latest air quality emissions model approved for use by the BAAQMD. CalEEMod incorporates ARB approved Off-Road and On-Road Mobile-Source Emission Factor models (OFFROAD and EMFAC, respectively) and is designed to estimate emissions for land use development projects. CalEEMod allows for the input of project-specific information.

Model estimated construction-related emission results are shown in Table 5 for average daily construction emissions. As shown in Table 5, average daily construction exhaust emissions from the proposed project would not exceed any of the BAAQMD construction-related thresholds of significance; therefore, the construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and the construction equipment exhaust maintenance portion of Eastern Neighborhoods FEIR Mitigation Measure G-1 is not applicable. Construction emissions would be below the significance thresholds, therefore the proposed project would not result in significant construction emissions.

TABLE 5
DAILY PROJECT CONSTRUCTION EMISSIONS

	Pollutant Emissions (Average Pounds/Day)			
Project Construction	**ROG**	**NOx**	**Exhaust PM10**	**Exhaust PM2.5**
Average Daily Construction Emissions	24.4	26.7	1.9	1.5
Significance Thresholds	**54**	**54**	**82**	**54**
Significant?	**No**	**No**	**No**	**No**

Source: AECOM, 2013.

Additionally, certain coarse-grained soils at the project site contain serpentine, a naturally-occurring form of asbestos. As no historical land uses at the project site have involved the use of asbestos, the asbestos is assumed to have been present in fill materials of unknown origin placed at the site during its initial development. Asbestos is a known human carcinogen, and exposure to asbestos is associated with increased risk of lung cancer, mesothelioma (a cancer of the thin membrane that surrounds the lungs and other internal organs), and other illnesses. Because the project site is currently covered with buildings, pavement, and landscaping, no potential currently exists for human exposure to asbestos in the soils. However, during project development, earthmoving activities would disturb soils containing asbestos, with the potential to release asbestos fibers to the air where they could potentially affect construction workers and nearby members of the general public. This issue is discussed further in the Hazards section of this CPE document.

Construction Health Risk Assessment

Based on current practices, the project site is not located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial, the incremental increase in health risk associated with temporary project construction activity would not be significant. Additionally, as shown in Table 5, average daily project construction emissions would be below the significance threshold.

The proposed project's construction activities would be temporary and variable in nature and would be subject to California regulations limiting idling times to five minutes, which would further reduce sensitive receptors exposure to temporary and variable DPM emissions.[98]

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

[98] California Code of Regulations, Title 13, Division 3, § 2485.

engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in 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, NOx and PM emissions will be reduced by more than 90 percent.[99] Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to NOx and PM emissions.[100]

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."[101]

Compliance with federal and state regulations requiring cleaner off-road equipment and limiting idling time would reduce impacts from construction vehicles and equipment to a less-than significant level.

Operational Health Risk Assessment

Eastern Neighborhoods FEIR Mitigation Measure G-2 requires new sensitive receptors near sources of TACs, including DPM, to include an analysis of air pollutant concentrations (PM2.5) to determine whether those concentrations would result in a substantial health risk to new sensitive receptors. The proposed project would include new sensitive receptors. The project site is not located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial; however, the project site is within 500 feet of I-280 freeway. Therefore , the project sponsor should incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors as described in Project Improvement Measure I-AQ-1 – Enhanced Ventilation System (implementing Eastern Neighborhoods FEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses).

Eastern Neighborhoods FEIR Mitigation Measure G-3 would minimize potential exposure of sensitive receptors to DPM by requiring uses that would be served by at least 100 trucks per day or 40 refrigerated trucks per day be located no less than 1,000 feet from residential units and other sensitive receptors. The proposed project would be a residential development and is not expected to be served by 100 trucks or 40 refrigerator trucks per day. Furthermore, the project site is not located within an identified Air Pollutant Exposure Zone, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure G-3 is not applicable to the proposed project.

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99 United State Environmental Protection Agency (USEPA), "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

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

101 BAAQMD, CEQA Air Quality Guidelines, May 2011, page 8-6.

Eastern Neighborhoods FEIR Mitigation Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. According to the Transportation Impact Study[102] prepared for the project, the proposed project would generate 1,567 vehicle trips per day and would therefore, not generate more than 10,000 vehicle trips per day, 1,000 truck trips per day, or include a new stationary source, items that would emit TACs as part of everyday operations. Furthermore, the project site is not located within an identified Air Pollutant Exposure Zone, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Mitigation Measure *G*-4 is not applicable to the proposed project.

Operational Criteria Air Pollutant Emissions

The proposed project would result in an increase in operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. The Eastern Neighborhoods FEIR comprehensively addressed operational emissions associated with the proposed project, along with mitigation measurements required to address potentially significant effects. A project-specific analysis was conducted to determine whether the development of the proposed project would result in new air quality impacts or impacts that are more severe than those discussed in the Eastern Neighborhoods FEIR.

The operational and area source emissions of criteria air pollutants for the project were estimated using CalEEMod, with project-specific land use data. The project would generate criteria pollutant emissions associated with vehicle traffic and on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment). Model inputs include 338 high-rise[103] apartment units and 2,920 square feet of commercial support uses. Operational emissions for the proposed project are based on vehicle trip generation rates by land use type as shown in Table 9 of the Transportation Impact Study.[104] The daily emissions associated with operation of the proposed project (project-related trip generation and operational increases in stationary sources) are shown in Table 6 for ROG, NOx, PM10 and PM2.5. Annual emissions are shown in Table 7.

TABLE 6
DAILY PROJECT OPERATIONAL EMISSIONS

	Pollutant Emissions (Pounds/Day)			
Sources	**Reactive Organic Gases**	**Nitrogen Oxides**	**PM10**	**PM2.5**
Area	10.4	0.3	0.2	0.2
Energy	0.1	0.7	0.1	0.1
Mobile	11.1	9.0	6.9	2.0
Total Project Emissions	**21.6**	**10.0**	**7.1**	**2.2**
Significance Threshold	**54**	**54**	**82**	**54**
Exceed Threshold? (Yes/No)	**No**	**No**	**No**	**No**

Note: Values may not appear to add exactly because of rounding.
Source: AECOM, 2013.

[102] Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

[103] In CalEEMod, "high-rise" apartment buildings are buildings over four stories in height.

[104] Fehr & Peers. 2013 (December). Transportation Impact Study 800 Indiana Street. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

TABLE 7
ANNUAL PROJECT OPERATIONAL EMISSIONS

Sources	Pollutant Emissions (Tons/Year)			
	Reactive Organic Gases	Nitrogen Oxides	PM10	PM2.5
Area	1.8	0.0	0.0	0.0
Energy	0.0	0.1	0.0	0.0
Mobile	2.5	2.1	1.5	0.4
Total Project Emissions	**4.4**	**2.2**	**1.5**	**0.5**
Significance Threshold	**10.00**	**10.00**	**15.00**	**10.00**
Exceed Threshold? (Yes/No)	**No**	**No**	**No**	**No**

Note: Values may not appear to add exactly because of rounding.
Source: AECOM, 2013.

The resulting analysis as shown in Tables 6 and 7, determined that long-term operational emissions from the proposed project would not exceed any of the BAAQMD operational thresholds of significance.[105] Therefore, operational impacts would be less than significant. The proposed project would not result in any significant impacts, individually or cumulatively, that were not identified in the Eastern Neighborhoods FEIR related to operational impacts.

Clean Air Plan Consistency

The Eastern Neighborhoods FEIR stated that with implementation of Mitigation Measures G-2, G-3, and G-4, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at the time. Subsequent to the certification of the FEIR, the 2010 Clean Air Plan was adopted by the BAAQMD and it updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act 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. Consistency with the 2010 Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). As stated above, the proposed project would not result in significant and unavoidable air quality impacts and the proposed project does not include elements that would hinder implementation of control measures. Therefore the proposed project would not conflict with an applicable air quality plan.

For the above reasons, implementation of the proposed project would result in less than significant air quality impacts and would not result in any significant impacts, individually or cumulatively that were not identified in the Eastern Neighborhoods FEIR related to air quality.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would further alter the existing streetscape corridor along Indiana Street between 18th and 22nd Streets. Both variants would add streetscape improvements suggested by the Better Streets Plan, including curb ramps, corner bulbs, more pedestrian amenities, and reduced/reconfigured parking.

[105] AECOM, Final Air Quality Analysis for 800 Indiana Street, April 8, 2014. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

Installation of these features would not involve extensive excavation or construction activities that would be substantially greater than those of the proposed project because the excavation depth is anticipated to be relatively shallow. Both variants would be required to comply with the City's Construction Dust Ordinance thus it is anticipated that construction-related air quality emissions associated with both variants would be similar to those of the proposed project. Given the total average daily construction emissions associated with the proposed project would be well below BAAQMD thresholds of significance (i.e., all pollutants [ROG, NOX, PM10, and PM2.5] less than 50 percent of thresholds), it is anticipated that construction-related emissions under Variants 1 and 2 also would be less than significant.

The project variants would include streetscape improvements which do not generate vehicle trips or include stationary emission sources; therefore, the long-term operational emissions would be below the BAAQMD thresholds of significance, and therefore would be less than significant.

In addition, because the added pedestrian amenities and reduced vehicle parking would create a more pedestrian- and bicycle-friendly environment, the project variants could result in some mode shift away from vehicle trip to non-vehicular trips that would reduce operational emissions. Therefore, air quality impacts from Variants 1 and 2 would be less than significant. Variants 1 and 2 would not result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to air quality.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would involve minor earth-disturbing activities such as grading and installation of a fence and landscaping associated with the installation of the plaza/dog park, in addition to grading activities associated with the construction of the proposed project at 800 Indiana Street. These construction activities would involve shallow excavation in a limited area that would be substantially less compared with grading on the proposed project site. If combined with Variant 1 or 2, the construction of Variant 3 would contribute to construction-related air quality emissions. Variant 3 would also be required to comply with the City's Construction Dust Ordinance. Given that the total average daily construction emissions associated with the proposed project would be well below BAAQMD thresholds of significance (i.e., all pollutants [ROG, NOX, PM10, and PM2.5] less than 50 percent of thresholds), it is anticipated that Variant 3 construction-related emissions would also be less than significant.

Variant 3 would serve local residents and would not generate vehicle trips or include stationary emission sources; therefore long-term operational emissions would be below the BAAQMD thresholds of significance; and therefore, would be less than significant. Variant 3 would not result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to air quality.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
8. GREENHOUSE GAS EMISSIONS—Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☐	☒

Background

The BAAQMD is responsible for attaining and maintaining air quality in the San Francisco Bay Area Air Basin within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. 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 2010 Clean Air Plan includes a goal of reducing greenhouse gas (GHG) emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

The BAAQMD also assists local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse effects on air quality in its CEQA Air Quality Guidelines. The BAAQMD advises that local agencies may consider adopting a Greenhouse Gas Reduction Strategy consistent with Assembly Bill 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.[106] The following analysis is based on the findings in the Eastern Neighborhoods FEIR and incorporates BAAQMD's methodology for analyzing GHG emissions, as well as other amendments to the CEQA Guidelines related to GHGs (e.g., CEQA Guidelines Section 15183.5).

The Eastern Neighborhoods FEIR assessed the GHG emissions that could result from rezoning of the Central Waterfront Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO2E per service population,[107] respectively. The Eastern Neighborhoods FEIR concluded that the

106 BAAQMD, California Environmental Quality Act Air Quality Guidelines, May 2012. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en. Accessed September 25, 2012.

107 Memorandum from Jessica Range, MEA to MEA staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plan would be less than significant. No mitigation measures were identified in the FEIR.

The proposed project would increase activity at the proposed project site by replacing a warehouse with a residential development that would result in additional vehicle trips and an increase in energy use. The development also could result in an increase in overall water usage, generating indirect emissions from the energy required to pump, treat, and convey water. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and operations associated with energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above, the BAAQMD prepared guidelines and methodologies for analyzing GHGs. These guidelines identify a methodology for either a quantitative or qualitative assessment of a project's GHG impact. The qualitative assessment allows for projects that are consistent with a Qualified GHG Reduction Strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions (GHG Reduction Strategy)[108] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's guidelines. In reviewing the GHG Reduction Strategy, the BAAQMD concluded that the strategy meets the criteria outlined in its guidelines and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[109] San Francisco's collective actions, policies and programs have resulted in a 14.5 percent reduction in 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, and Assembly Bill 32 (also known as the Global Warming Solutions Act.)[110,111] Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would 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 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 Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be

108 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.

109 Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: http://www.sf-planning.org/index.aspx?page=2627. Accessed November 12, 2010.

110 San Francisco Department of Environment (DOE), "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgrefe, San Francisco Planning Department. June 7, 2013.

111 The 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.

consistent with San Francisco's GHG Reduction Strategy.[112] Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. The proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus would not result in any significant impacts, individually or cumulatively, that were not identified in the Eastern Neighborhoods FEIR related to GHG emissions, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would include streetscape improvements which would result in temporary construction-phase GHG emissions in addition to the construction activities of the proposed project at 800 Indiana Street. However, the construction phase GHG emissions associated with Variants 1 and 2 would not extend beyond the short-term construction period. The variants would not result in any long-term operational GHG emissions. Variants 1 and 2 would improve the condition of Indiana Street for pedestrians and bicyclists, thereby complying with the City's overall goals of increasing the use of alternative modes of transportation and could indirectly reduce potential GHG emissions. Variants 1 and 2 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to GHG emissions, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would include construction of a plaza/dog park which would result in temporary construction-phase GHG emissions. If combined with Variant 1 or 2, Variant 3 would increase the construction-phase GHG emissions. However, GHG emissions associated with Variant 3 would not extend beyond the short-term construction period and would not result in long term operational emissions. Variant 3 would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to GHG emissions, and no mitigation measures would be necessary.

[112] Greenhouse Gas Analysis: Compliance Checklist, April 28, 2014. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
9. WIND AND SHADOW— Would the project:						
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☒	☐	☐	☐	☐

Wind

No significant impacts related to wind were anticipated to result from the implementation of the Eastern Neighborhoods Rezoning and Area Plans. Specific projects within Eastern Neighborhoods require analysis of wind impacts where deemed necessary. Thus, wind impacts were determined not to be significant in the Eastern Neighborhoods Initial Study and were not analyzed in the Eastern Neighborhoods FEIR. No mitigation measures relative to wind impacts were identified in the Eastern Neighborhoods FEIR.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed approximately 58-foot-tall (excluding a 12-foot-tall mechanical penthouse) building would be taller than some of the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that was not identified in the Eastern Neighborhoods FEIR.

As a result, the proposed project would not have any significant wind impacts, either individually or cumulatively.

Shadow

The Eastern Neighborhoods FEIR concluded that development under the rezoning and community plans could result in significant, adverse shadow impacts on the following parks and open spaces in the Eastern Neighborhoods: Victoria Manalo Draves Park, South of Market Recreation Center/Eugene Friend Recreation Center, Alice Street Community Gardens, and South Park in East SoMa; KidPower Park, Franklin Square, Mission Playground, Alioto Mini-Park, 24th and York Mini Park and the James Rolph Playground in the Mission; Potrero del Sol Park and Jackson Playground in Showplace Square/Potrero Hill; and, Esprit Park, Warm Water Cove and Wood Yard Mini-Park in the Central Waterfront.[113]

More specifically, the Eastern Neighborhoods FEIR concluded that all future development in the Central Waterfront subarea (where the project site is located) would be subject to the Section 295 review process,

[113] San Francisco Planning Department. 2008. Eastern Neighborhoods CEQA Findings. Planning Department Case No. 2004.0160E, certified August 7, 2008. The CEQA Findings are on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of the case file for Case No. 2004.0160E.

and that future development in the area surrounding Esprit Park also would be subject to site-specific environmental analysis.[114] The FEIR also noted that compliance with Section 295 would limit potential new shadow impacts on Esprit Park (subject to the discretion of the Recreation and Park Commission) and that new shadow impacts would be evaluated on a project-specific basis.

However, the Eastern Neighborhoods FEIR noted that without detailed development proposals, the potential for new shadow impacts could not be determined. Thus, the Eastern Neighborhoods FEIR conservatively concluded that shadow impacts on Esprit Park would be significant and unavoidable.[115] No feasible mitigation measures were identified. In keeping with the direction promulgated in the FEIR, the 800 Indiana project is undergoing project-specific environmental review as well as a project-specific Planning Code Section 295 review. Section 295 of the Planning Code generally prohibits new structures above 40 feet in height if that structure would cast additional shadows on a park or open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless the net new shadow would not result in a significant adverse effect on the use of the park or open space.

The proposed project would construct an approximately 58-foot-tall (excluding a 12-foot-tall mechanical penthouse) building, which would be subject to Section 295 analysis. The Planning Department prepared a preliminary shadow fan[116] that indicated shadow from the proposed project could reach Esprit Park, which is under the jurisdiction of the Recreation and Park Commission and thus would be subject to the provisions of Section 295 of the Planning Code.

Under the Eastern Neighborhoods Area Plan, sites surrounding parks and open spaces could be redeveloped with taller buildings without triggering Section 295 of the Planning Code, if the proposed buildings are not more than 40 feet tall, or if the potentially affected parks are not under jurisdiction of the Recreation and Parks Department; this includes parks that are owned by other government entities such as the Department of Public Works (DPW), the San Francisco Public Utilities Commission (SFPUC), or are privately owned.

The proposed project would not result in new significant cumulative impacts related to shadow that were not identified in the Eastern Neighborhoods FEIR given that such impacts were identified as being significant and unavoidable. However, project-specific shadow impact could occur, and analysis of this potential impact will be included in the focused EIR.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Analysis of project-specific shadow impacts will be included in the focused EIR.

Variant 3 – 20th Street Plaza/Dog Park

Analysis of project-specific shadow impacts will be included in the focused EIR.

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114 San Francisco Planning Department. 2008. Eastern Neighborhoods FEIR, page 413. Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400, or at http://www.sf-planning.org/index.aspx?page=1893.

115 Ibid., page 414.

116 San Francisco Planning Department. 2012 (September 12). *800 Indiana Street Initial Shadow Fan Analysis*. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
10. RECREATION—Would the project:						
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods FEIR.

The proposed project would provide 3,500 square feet of publicly accessible open space in the form of plazas, five common open space areas totaling 22,410 square feet, and 11,865 square feet of private open space, for a total of 37,775 square feet of open space on the proposed project site. This open space is likely to be used primarily as passive open space.

The proposed project site is served by the following existing parks/open spaces: Esprit Park (about 0.02 miles away); Woods Yard Park (about 0.1 miles away); Pennsylvania Garden (about 0.2 miles away); Potrero Hill Recreation Center (about 0.3 miles away); Progress Park (about 0.3 miles away); Agua Vista Park (about 0.5 miles away); and Warm Water Cove Park (about 0.5 miles away).

The proposed addition of 338 dwelling units would be expected to generate additional demand for recreational facilities. The increase in demand would to some extent be offset by the proposed on-site open space, and project-related demand for recreational facilities or open space would not be in excess of amounts expected and provided in the Eastern Neighborhoods Area Plan, and within the City as a whole.

The additional demand for recreational facilities would be incremental compared with existing demand in the area; and therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. Overall, the proposed project would not result in significant impacts, either individually or cumulatively, on existing recreation facilities, nor require the construction or expansion of public recreation facilities that would have a significant impact on the environment.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would add streetscape improvements to the proposed project that would not create an additional demand on recreation facilities. Variant 2 would add a linear park that would include a series of programmed amenity spaces such as small play areas, dog runs, gathering spaces, and community garden plots that could be considered passive recreational amenities. Variants 1 and 2 would have no impact on demand for recreation facilities in the area, and Variant 2 would add passive recreational amenities. Therefore, Variants 1 and 2 would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would include a plaza/dog park that would convert an underutilized dead-end street into a new recreational amenity that would benefit the neighborhood, allowing owners and their dogs to enjoy a secure outdoor off-leash environment. Variant 3 would add a passive recreational resource but would not create additional demands on existing recreational features and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
11. UTILITIES AND SERVICE SYSTEMS—Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☐	☒
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☐	☐	☐	☒

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☐	☒

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

The proposed 800 Indiana Street project would be subject to the City's Stormwater Management Ordinance, which requires the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit 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 need for expanding or construction new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB) and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. The proposed project would have sufficient water supply available from existing entitlement, and solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would not result in a significant solid waste generation impact. The proposed project would be required to comply with current state and local regulations related to energy consumption, waste disposal, wastewater treatment, and water conservation. For these reasons, implementation of the proposed project would not result in significant impacts, individually or cumulatively specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to utilities and service systems, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would add streetscape improvements to the proposed project and would not create additional utility demand. Therefore the utilities and service system impacts would be the same as under the proposed project. The variants would not result in any significant individual or cumulative impact

specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would include a plaza/dog park, including light poles that would provide illumination at night for a safe environment but would not create additional utility demand in terms of water, wastewater treatment, or stormwater conveyance. The lighting would be designed in accordance with residential lighting standards. Therefore, if combined with the proposed project, or Variant 1 or 2, Variant 3 would result in the same utilities and service system impacts as under the proposed project. Variant 3 would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
12. PUBLIC SERVICES—Would the project:						
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in a significant impact on public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR.

The proposed project would result in an approximately 441,183-square-foot residential development including up to 338 residential units. This population growth would generate an increase in demand for public services, but this additional demand would not exceed the planned service levels and capacity discussed in the Eastern Neighborhoods FEIR. In addition, no new facilities would need to be constructed to maintain acceptable service ratios, response times, or other performance objectives for any public services. For these reasons, implementation of the proposed project would not result in significant impacts, individually or cumulatively on public services, that were not identified in the Eastern Neighborhoods FEIR and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would add streetscape improvements to the proposed project that would not create an additional demand for public services. Neither variant would result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would include a plaza/dog park and would not create additional demand for public services. Variant 3 would have no impact on public services and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
13. BIOLOGICAL RESOURCES—Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☐	☒

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☐	☒

As discussed in the Eastern Neighborhoods FEIR, the Eastern Neighborhoods area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. No riparian corridors, estuaries, marshes, or wetlands exist that could be affected by the development anticipated under the Eastern Neighborhoods Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the FEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is occupied by a warehouse building used by the War Memorial Opera House for assembly and storage of props and sets. It is located in a developed urban area that does not support or provide habitat for any known rare or endangered wildlife species, animal, or plant life or habitat, and would not interfere with any resident or migratory species. The proposed project site has been previously disturbed and developed and is almost entirely covered with impervious surfaces. Therefore implementation of the proposed project would not adversely affect a candidate, sensitive, or special-status species, a riparian habitat, or wetlands.

San Francisco is located within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas, extending from Alaska to Patagonia, Argentina. Every year, migratory birds travel some or all of this distance in the spring and autumn, following food sources, heading to and from breeding grounds, or traveling to and from overwintering sites. High-rise buildings are potential obstacles that can injure or kill birds in the event of a collision, and bird strikes are a leading cause of worldwide declines in bird populations.

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of and having a direct line of sight to an Urban Bird Refuge, which is defined as an open space "two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water." The project site is not in or within 300 feet of an Urban Bird Refuge, so the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100

percent of any feature-related hazards. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

Approximately 27 trees along the frontage of Indiana Street would be removed for project construction. The project sponsor would obtain the necessary permits from DPW, consistent with Article 16 "Urban Forestry Ordinance" of the Public Works Code. Removal of street trees or significant trees requires that an appropriate replacement tree be planted on the proposed project site or along the street, or that an in-lieu fee be paid. Section 138 of the Planning Code requires that street trees be replaced at the rate of one tree for every 20 feet of street or alley frontage, at a minimum size of a 24-inch box. The proposed project would replace the removed street trees, in compliance with DPW and Planning Code requirements. Therefore, the proposed project would not conflict with any local policies or ordinances protecting trees and would not result in significant impacts on migratory birds.

The project site is not within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, state, or regional habitat conservation plan. As a result, the proposed project would not conflict with the provisions of any such plan.

For these reasons, implementation of the proposed project would not result in significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to biological resources, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would be implemented within an existing, paved street right-of-way, in addition to the construction and landscaping associated with the proposed project at 800 Indiana Street. Both variants would be required to comply with DPW and Planning Code tree removal requirements, and the project sponsor would obtain all necessary permits. In addition, both variants contemplate providing increased landscaping along Indiana Street, through a streetscape improvement plan, which would be beyond the DPW and Planning Code requirements. However, neither variant would result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to biological resources, and no mitigation measures would be necessary.

Variant 3 - 20th Street Plaza/Dog Park

Variant 3 would convert the area currently used for construction equipment storage underneath the 20th Street overpass into a plaza/dog park. No trees, vegetation, or other biological habitat exist at this site, therefore, tree removal permits would not be required. If combined with Variant 1 or 2, Variant 3 would result in biological resource impacts that would be the same as under the proposed project. Variant 3 would have no impact on biological resources and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
14. GEOLOGY AND SOILS— Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR concluded that implementation of the Eastern Neighborhoods Area Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The Eastern Neighborhoods FEIR also noted that new development is generally safer than comparable older development because of improvements in building codes and construction techniques. Compliance with applicable codes and

recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the FEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods FEIR.

A geotechnical investigation was prepared for the proposed 800 Indiana Street project.[117] The following discussion relies on the information provided in the geotechnical investigation.

The geotechnical consultation indicated that the proposed project site is underlain by a thin layer of soil over bedrock.[118] Geologic information in the area and borings taken at the site indicate that the northern two-thirds of the property are underlain by Franciscan Complex rock, and alluvium in the southern portion of the warehouse and parking lot to the south. The bedrock is composed of shale, sandstone, and serpentine characteristics.

In previous borings that were drilled in the vicinity of the proposed project site, groundwater was encountered at depths ranging from 2 to 14.5 feet below existing grade.[119] Groundwater was not encountered at the proposed project site borings; however, based on the other previous borings in the area, groundwater perches on the bedrock would be likely during the rainy season and would migrate through seams and fractures in the bedrock.[120] Therefore, groundwater may be encountered at any depth within the proposed project site; dewatering would be required if groundwater is encountered.

Typically, the soil layers of concern for liquefaction are uncontrolled sandy fill and loose to medium-dense native sand. The geotechnical consultation concluded that the soil below the proposed project site is sufficiently dense and/or cohesive so that the potential for liquefaction and lateral shaking is very low. The majority of the soil would be removed by the excavation activities and the bedrock would provide adequate support for the foundation.[121]

The geotechnical consultation concluded that, from a geotechnical standpoint, the proposed project would be feasible, therefore preliminary foundation and design recommendations were made to address the soil conditions.[122] Per the geotechnical recommendations, the proposed three-building complex would have a spread footing foundation.[123] Pile driving may be required on the western side of the project site as part of a permanent shoring system to support the lateral loads from the Caltrans I-280 retaining wall. The proposed project would involve excavation to a maximum depth of approximately 14 feet over much of the proposed project site, resulting in the removal of approximately to 32,000 cubic yards of soil for the underground garage and foundation system. Additional excavation may be required for the placement of piles, likely to 20 feet, but no more than 40 feet. The completed construction would not alter the overall topography of the site.

The final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. DBI will review the geotechnical report and building

117 Treadwell & Rollo. 2011 (October 4). Geotechnical Consultation, 800 Indiana Street, San Francisco, California. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

118 Ibid, page 3.

119 Ibid, page 4.

120 Ibid.

121 Ibid., page 6.

122 Ibid., page 5.

123 Ibid.

plans for the proposed project to determine the adequacy of the proposed engineering and design features and to ensure compliance with all applicable San Francisco Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by DBI during its review of building permits for the site. In addition, DBI could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils or geology.

For these reasons, the proposed project would not result in significant individual or cumulative impacts related to geology and soils that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would occur within an existing and paved right-of-way and may involve minimal below-grade disturbance in addition to the grading activities associated with the construction of the proposed project at 800 Indiana Street. Variants 1 and 2 would not include construction of new buildings or structures and would not alter the topography of the street. Therefore, Variants 1 and 2 would have a less than significant impact on geology and soils and would not result in any significant individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would convert the area currently underutilized and partially used for construction equipment storage underneath the 20th Street overpass into a plaza/dog park. The construction would only require shallow excavation for grading and installation of a fence and landscaping, therefore only minimal ground disturbance would be required. If combined with the proposed project, Variant 1 or 2, Variant 3 would result in geology and soils impacts that would be the same as under the proposed project. Variant 3 would have a less than significant impact on geology and soils and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
15. HYDROLOGY AND WATER QUALITY—Would the project:						
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☐	☒

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the FEIR.

The proposed project site currently is fully developed with the warehouse building and impervious paved surfaces along the west and south side. As discussed under Utilities and Service Systems, the proposed project would reduce the amount of impervious surface area and the volume of stormwater runoff by adding permeable landscaped courtyards at the ground level. In addition, the proposed project would comply with the City's Stormwater Management Ordinance (effective May 22, 2010), which would require maintaining or reducing the existing volume and rate of stormwater runoff discharged from the proposed project site. The proposed project also would be required to comply with stormwater quality control performance measure of the San Francisco Stormwater Design Guidelines. This performance measure is equivalent to LEED® Sustainable Sites Credit 6.1, which requires implementation of a stormwater management plan that would result in a 25 percent decrease in runoff rate and volume from the existing condition during the 2-year, 24-hour storm event. Compliance with this regulation would reduce the stormwater runoff rate at the proposed project site.

The proposed project would be constructed in compliance with all applicable federal, state and local regulations governing water quality and discharges to surface and ground water bodies. The proposed project would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sedimentation from entering the City's combined stormwater/sewer system. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Groundwater is relatively shallow throughout the project site, approximately 2 to 14.5 feet bgs, and could be encountered during project-related excavation.[124] Any groundwater that is encountered during construction would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge would contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Effects from lowering the water table because of dewatering, if any, would be temporary and would not be expected to substantially deplete groundwater resources. Therefore, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge.

[124] Treadwell & Rollo. 2011 (October). *Geotechnical Consultation 800 Indiana Street*, page 6. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

The project site is not in a designated flood zone, so the proposed project would not place housing within a 100-year flood hazard area, would not impede or redirect flood flows in a 100-year flood hazard area, and would not 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. As shown on Map 5, Tsunami Hazard Zones, San Francisco, 2012, in the Community Safety Element of the General Plan, the project site is not within a tsunami hazard zone.[125] As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.

For these reasons, the proposed project would not result in significant individual or cumulative impacts on hydrology and water quality that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would occur within an existing, paved street right-of-way; therefore, neither would substantially increase total impervious surface area. In fact, Variant 2, the proposed Linear Park Streetscape Improvements could reduce the total impervious surface area because the design would increase soft landscaping along Indiana Street. Impacts related to water quality or degradation of water quality caused by discharge of construction-related stormwater runoff would be less than significant because of proposed project compliance with applicable regulations. Neither variant would result in any hydrology and water quality impacts specific to the proposed project or its location, that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would convert a dead-end street that currently is unpaved with no landscaping, into a plaza/dog park containing soft and hard landscaping. The plaza/dog park would increase landscaping at the site, allowing water to filtrate, and improve hydrology and water quality conditions at the site. If combined with Variant 1 or 2, Variant 3 would result in hydrology and water quality resource impacts that would be the same as under the proposed project. Variant 3 would have a less than significant impact on hydrology and water quality and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
16. 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?	☐	☐	☐	☐	☐	☒

[125] San Francisco Planning Department, San Francisco General Plan, Community Safety Element, p. 15. Available online at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☒	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR noted that implementation of any of the proposed Eastern Neighborhoods Area Plan's rezoning options would encourage construction of new development within the Plan area. The FEIR found that a high potential exists to encounter hazardous materials during construction activities in many parts of the Plan area, because of the presence of 1906 earthquake fill, previous and current land uses associated with the past use of hazardous materials, and known or suspected hazardous materials cleanup cases in this area. However, the FEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction. A discussion of how those regulations apply to the 800 Indiana Street project site follows.

Hazardous Building Materials

The Eastern Neighborhoods FEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an

accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the FEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods FEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 through implementation of Project Mitigation Measure M-HZ-1 would apply to the proposed project.

Soil and Groundwater Contamination

The proposed project would include excavation to a depth of 14 feet below ground surface (bgs), which would result in the removal of up to approximately 32,000 cubic yards of soil. Given that the groundwater is known to occur from 2 to 14.5 feet below the ground surface, it is likely that excavation activities would require dewatering.[126]

The project site is in an area of known fill, and, thus, is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application[127] to DPH and a prepared a Phase I/II Environmental Site Assessment to assess the potential for site contamination.

A Phase I/II ESA was conducted for the project site to determine the potential for previous site contamination and level of exposure risk associated with the proposed project.[128] Based on an initial record search, the scope of the Phase I was expanded to include a Limited Phase II including soil sampling from beneath the existing on-site building.

The Phase I/II ESA found that the property is not listed in any commercially available database as having had a reported release of hazardous materials or documented environmental contamination.[129] No underground storage tanks exist on the proposed project site. The property is listed on the HAZNET database for the generation and off-site disposal of hazardous materials under San Francisco Opera Association for inorganic solid waste, unspecified oil containing waste, waste oil and mixed oil, and asbestos-containing waste. No violations were reported, and the inclusion of 800 Indiana Street in this database does not represent a Recognized Environmental Condition (REC). A REC is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures, on the property or into the ground, groundwater, or surface water of

126 Treadwell & Rollo. 2011 (October). *Geotechnical Consultation 800 Indiana Street*, page 6. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

127 AvalonBay Communities, Inc. 2014 (April 10). 800 Indiana Maher Ordinance Application. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

128 Stellar Environmental Solutions, Inc. 2011 (October 5). *Phase I/II Environmental Site Assessment 800 Indiana Street*, San Francisco, California. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

129 Ibid., page 38.

the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. Conditions determined to be de minimis are not RECs.[130]

The Phase II ESA evaluated the potential presence of contaminants of concern in the soil from historic or recent use. The historic use of the property consists of nearly 100 years of industrial use, and the potential exists for contamination to have occurred at the proposed project site.[131] The Phase II investigation collected samples of soils beneath the site from five sampling locations, and they were analyzed for metals, volatile organic compounds, semi-volatile organic compounds, total extractable hydrocarbons as diesel, motor oil, and total volatile hydrocarbons as gasoline. One of the samples from the south side of the existing building showed soluble lead at 30.0 milligrams per liter (mg/L), which exceeds the soluble threshold limit concentration of 5.0 mg/L for lead and classifies it as hazardous form of disposal criteria.[132] Because of this finding, the soil fill represented by the soluble lead concentration would need to be disposed as hazardous waste, at a California Class I landfill or an out of state Class I facility. The rest of the soil at the site could be disposed at a local non-hazardous Class II landfill.[133]

Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agencies, and to remediate any site contamination in accordance with an approved SMP before issuance of any building permit. The proposed project would be required to remediate potential soil described above in accordance with Article 22A of the Health Code. Therefore, with this required remediation and compliance with hazardous waste regulations, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods FEIR.

Naturally Occurring Asbestos

A site-specific geotechnical consultation was conducted for the proposed project site, indicating that the site is underlain by a thin layer of soil over bedrock.[134] Geologic information for the project area and borings taken at the site indicate that the northern two-thirds of the property are underlain by Franciscan Complex rock, and that alluvium is in the southern portion of the warehouse and parking lot to the south. The bedrock is composed of shale, sandstone, and serpentinite characteristics. Although the chemical tests for the soil samples did not detect asbestos, it still may be present in the serpentine bedrock.[135] Serpentinite rock can contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. The excavation activities for the proposed project potentially could release serpentinite into the atmosphere.

As discussed in the Eastern Neighborhoods FEIR, construction activities that disturb serpentine rock have the potential to expose workers and the public to asbestos, a known toxic air contaminant. State law requires that construction activities implement various measures to control airborne asbestos. Most construction activities likely to disturb NOA are required to comply with the Asbestos Airborne Toxic

130 ASTM E1527-05.
131 Ibid., page 26.
132 Ibid., page 39.
133 Ibid., page 35.
134 Ibid., page 3.
135 Treadwell & Rollo. 2011 (October). *Geotechnical Consultation 800 Indiana Street*, page 6. This document is on file and available for review as part of Case No. 2011.1374E at 1650 Mission Street, Suite 400, San Francisco, CA.

Control Measure (ATCM) (CCR 17, Section 93105); in San Francisco these requirements are enforced by the Bay Area Air Quality Management District (BAAQMD).[136]

The Asbestos ATCM would require construction activities in areas where NOA is likely to be found, to employ best available dust control measures. Before the start of construction activities, the project sponsor would submit the necessary documentation to BAAQMD, for compliance with the Asbestos ATCM. The Asbestos ATCM would require the project sponsor to prepare and obtain BAAQMD approval of an asbestos dust mitigation plan. The Planning Department sent a notification letter informing the BAAQMD of proposed construction activities and the required asbestos mitigation plan on May 7, 2014.[137] The project sponsor would have construction contractors comply with the Asbestos ATCM requirements to prevent airborne (fugitive) dust containing asbestos from migrating beyond property boundaries during excavation and handling of excavated materials. The measures implemented as part of asbestos dust mitigation plan would protect workers and the public, and would include the following requirements:

- Construction vehicle speed at the work site will be limited to 15 miles per hour or less.
- Before any ground disturbance, sufficient water will be applied to the area disturbed to prevent visible emissions from crossing the property line.
- Areas to be graded or excavated will be kept adequately wetted to prevent visible emissions from crossing the property line.
- Storage piles will be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- Equipment will be washed down before moving from the property onto a paved public road.
- Visible track-out on the paved public road will be cleaned using wet sweep or a HEPA filter-equipped vacuum device within 24 hours of occurrence.

In addition, BAAQMD may require the project sponsor or a qualified third-party consultant to conduct air monitoring for off-site and on-site migration of asbestos dust during construction activities and to modify the dust mitigation plan on the basis of the air monitoring results, if necessary.

Furthermore, the project sponsor would prepare a dust control plan, in compliance with Article 22B, Construction Dust Control Ordinance, of the San Francisco Health Code, as described in Section 7, Air Quality of this document. The measures required pursuant to the dust control plan also would control fugitive dust that may contain asbestos. Dust suppression activities required by the Construction Dust Control Ordinance would include watering all active construction areas sufficiently to prevent dust from becoming airborne, and increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water would be used as required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. Beyond the requirements, reclaimed water would be used whenever possible. Contractors would 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 would wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in

[136] San Francisco Planning Department. 2008. Eastern Neighborhoods FEIR, page 492. Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400, or at http://www.sf-planning.org/index.aspx?page=1893.

[137] Letter from Rachel A. Schuett, San Francisco Planning Department to Michael Wall, Supervising Air Quality Specialist, BAAQMD Compliance & Enforcement Division, May 19, 2014.

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 materials, backfill material, import material, gravel, sand, road base, and soil would 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 Title 17, Section 93105 and Article 22B of the California Code of Regulations would ensure that the proposed project would not result in a substantial hazard to the public or environment from exposure to NOA, and the impact would be less than significant. Therefore, the proposed project would not result in any significant impact related to hazardous materials that were not identified in the Eastern Neighborhoods FEIR.

The project site is not located within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area.

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

For these reasons, the proposed project would not result in significant individual or cumulative impacts specific to the proposed project or project site related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary

Variants 1 and 2 – Hybrid Streetscape and Linear Park Streetscape Plans

Variants 1 and 2 would likely involve minor earth-disturbing activities associated with the installation of bulb-outs and increasing the sidewalk width, in addition to the ground disturbing activities associated with construction of the proposed project at 800 Indiana Street. Because Variants 1 and 2 would not require demolition of existing buildings, no potential would occur for workers or the community to be exposed to hazardous building materials. Therefore, there would be no impact related to hazardous building materials. The earth-disturbance work for Variants 1 and 2 could result in removing contaminated soil or encountering NOA, and would have a similar level of impact as under the proposed project. As with the proposed project, Eastern Neighborhoods FEIR Mitigation Measure L-1 would apply to Variants 1 and 2 through implementation of Project Mitigation Measure HZ-1. The sponsor would also be required to comply with Article 22A of the San Francisco Health Code before the issuance of a building permit. Compliance with the regulations and procedures established as part of the permit review process would reduce impacts related to the handling of potentially contaminated soil to less-than-significant levels. Therefore, Variants 1 and 2 would not result in any individual or cumulative hazardous materials impacts related to the proposed project or project site that were not previously identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary.

Variant 3 – 20th Street Plaza/Dog Park

Variant 3 would convert the area currently used for construction equipment storage underneath the 20th Street overpass into a plaza/dog park. No known hazardous materials are in this area; however, the minor earth-disturbance work could encounter contaminated soil or NOA. As with the proposed project,

Eastern Neighborhoods FEIR Mitigation Measure L-1 would apply to Variant 3 through implementation of Project Mitigation Measure HZ-1. The sponsor would also be required to comply with Article 22A of the San Francisco Health Code. If combined with the proposed project, or Variant 1 or 2, Variant 3 would result in the same hazardous material impacts as under the proposed project. Variant 3 is anticipated to have a less than significant impact on hazards and hazardous materials and would not result in any significant individual or cumulative impact specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR, and no additional mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
17. MINERAL AND ENERGY RESOURCES—Would the project:						
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☐	☐	☒

The Eastern Neighborhoods FEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods FEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the FEIR.

The energy demand for the proposed project would be typical for a mixed-use residential project. The proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Ordinance. The project site is not designated as an area of significant mineral deposits or as a locally important mineral resource recovery site. The proposed project would not result in the loss of mineral resources that are of value to the region or the residents of the state, would

not result in the loss of availability of a locally important mineral resource recovery site, and would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner.

For these reasons, the proposed project and Variants 1, 2, and 3 would not result in individual or cumulative significant impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to mineral and energy resources, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
18. 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?	☐	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☐	☒

All of San Francisco is identified by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Urban and Built-up Land."[138] In addition, no part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland.[139] The Eastern Neighborhoods FEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the FEIR. The Eastern Neighborhoods FEIR did not analyze the effects on forest resources.

The project site does not contain agricultural uses, forest land, or timberland, and it is not zoned for such uses. The proposed project would not convert farmland to non-agricultural use and would not convert forest land or timberland to non-forest use.

For these reasons, the proposed project and Variants 1, 2, and 3 would have no individual or cumulative impacts specific to the proposed project or project site that were not identified in the Eastern Neighborhoods FEIR related to agriculture or forest resources, and no mitigation measures would be necessary.

Topics:	*Project-Specific Significant Impact Not Identified in PEIR*	*Significant Unavoidable Impact Identified in PEIR*	*Mitigation Identified in PEIR*	*PEIR Mitigation Applies to Project*	*PEIR Mitigation Does Not Apply to Project*	*No Significant Impact (Project or PEIR)*
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:						
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☒	☒	☒	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☒	☐	☒	☐

138 California Department of Conservation Farmland Mapping and Monitoring Program. 2012. Available: maps.conservation.ca.gov/ciff/ciff.html. Accessed January 27, 2014.

139 Public Resources Code, Section 4789.2.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☒	☒	☐	☐

The Eastern Neighborhoods FEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Mitigation measures reduced all impacts to less-than-significant levels, with the exception of those related to land use (cumulative impacts on PDR use), transportation (traffic impacts at nine intersections and transit impacts on seven Muni lines), cultural (impacts related to demolition of historical resources), and shadow (impacts on parks).

The proposed project and its variants would demolish the existing 78,240-gross square foot steel-frame industrial warehouse that is owned by the San Francisco Opera, and construct a five-story, approximately 58-foot-tall (excluding a 12-foot-tall mechanical penthouse), multi-family residential development at 800 Indiana Street, composed of three separate buildings (265,725 gsf). The proposed project would include up to 338 residential units, ground-floor residential amenities, and a one-level 11-foot-tall underground parking garage (approximately 441,183 gross square feet of residential and associated uses). The proposed project includes two streetscape improvement variants and a plaza/dog park variant. As discussed in the checklist responses above, development of the proposed project would implement mitigation measures identified in the Eastern Neighborhoods FEIR. As discussed in this document, with the exception of historical resources and shadow, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR.

Potentially significant impacts related to historical resources and shadow could occur with implementation of the proposed project. These impacts, as well as any cumulatively considerable impacts that may result from the proposed project, will be evaluated in the EIR that will be prepared for the proposed project.

MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures.

Project Mitigation Measure M-CP-1: Archeological Resources Accidental Discovery (Implementing Eastern Neighborhoods FEIR Mitigation Measure J-2: Properties with No Previous Studies)

The following mitigation measure will be taken to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, and pile driving firms); or utilities firm involved in soils disturbing activities within the project site. Before any soils disturbing activities are undertaken, each contractor shall be responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the

responsible parties (i.e., prime contractor, subcontractor(s), and utilities firm) to the ERO, confirming that all field personnel have received copies of the "ALERT" Sheet.

If any indication of an archeological resource is encountered during any soil disturbing activity of the proposed project, the Head Foreman and/or project sponsor shall notify the ERO immediately and shall suspend any soil disturbing activities immediately in the vicinity of the discovery until the ERO has determined what additional measures need to be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

These measures may include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it will be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO also may require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: the 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 copy, one unbound copy, and one unlocked, searchable PDF copy on CD, and three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation M-NO-1: Construction Noise (Implementing Eastern Neighborhoods FEIR Mitigation Measure F-1)

For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project

sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Project Mitigation M-NO-2: Construction Noise (Implementing Eastern Neighborhoods FEIR Mitigation Measure F-2)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Mitigation Measure M-NO-3: Open Space in Noise Environments (Implementing Eastern Neighborhoods FEIR Mitigation Measure F-6)

To minimize effects on development in noisy areas, for new development including noise sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

Project Mitigation Measure M-HZ-1 – Hazardous Building Materials (Implementing Eastern Neighborhoods FEIR Mitigation Measure L-1)

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

IMPROVEMENT MEASURES

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

Improvement Measure I-TR-1 – Residential Transportation Demand Management Program

The Project Sponsor shall implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor must execute an agreement with the Planning Department for the provision of TDM services. The TDM program shall have a monitoring component to ascertain its effectiveness. A monitoring program is included as Improvement Measure TR-2: TDM Monitoring. Recommended components of the TDM program include the following:

TDM Program

The project sponsor should implement the following TDM measures at a minimum:

- **TDM Coordinator:** Provide TDM training to property managers/coordinators. The TDM coordinator should be the single point of contact for all transportation-related questions from residents and City staff.

- **Transportation Information:**

  - **Move-in packet:** Provide a transportation insert for the move-in packet that includes information on transit service (Muni and BART lines, schedules and fares), information on where transit passes may be purchased, and information on the 511 Regional Rideshare Program.

  - **Current transportation information**: Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links) for new and existing tenants. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.–

  - **Ride Board:** Provide a "ride board" (virtual or real) through which residents can offer/request rides, such as on the Homeowners Association website and/or lobby bulletin board. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.

- **Bicycle Access:**

  - **Signage:** Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities.

  - **Safety:** Ensure that bicycle access to the site is safe, avoiding conflicts with automobiles, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-4, Queue Abatement Condition of Approval.

- **Car Share Access*:***

  - Ensure that points of access to car share spaces are made convenient and easy to use (e.g., signage from public right-of-way and internal lobbies).

Improvement Measure I-TR-2 – Transportation Demand Management (TDM) Monitoring Program

The Planning Department shall provide the TDM Coordinator with a clearly formatted "Resident Transportation Survey" (online or in paper format) to facilitate the collection and presentation of travel data from residents at the following times:

(a) One year after 85 percent occupancy of all dwelling units in the new building; and

(b) Every two years thereafter, based on a standardized schedule prepared and circulated by the Planning Department staff to the TDM Coordinator.

The TDM Coordinator shall collect responses from no less than 33 percent of residents within the newly occupied dwelling units within ninety (90) days of receiving the Resident Transportation Survey from the Planning Department. The Planning Department shall assist the TDM Coordinator in communicating the purpose of the survey, and shall ensure that the identities of individual resident responders are protected. The Department shall provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.

The Planning Department shall also provide the TDM Coordinator with a separate "Building Transportation Survey," that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency, etc.). The Building Transportation Survey shall be completed by the TDM Coordinator and submitted to City staff within thirty (30) days of receipt.

The Project Sponsor shall also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. shall be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for 2 to 5 days between 6 AM and 8 PM on both weekdays and weekends.

Improvement Measure I-TR-3 – Enhanced TDM Program – Car Share

- Project sponsor shall provide Car Share membership and on-site car-share spaces beyond Planning Code requirements.
- **Car Share Membership:**
  - Offer a 50 percent subsidy for one annual car-share membership per unit, per year, on request. Include information in the move-in packet. Resident would be responsible for the cost of 50 percent of the annual membership as well as usage charges.
- **Car Share Fleet:**
  - Increase the number of on-site car-share spaces beyond Planning Code requirements). These car share spaces will be hosted for a minimum of 8 years, starting at 85 percent project occupancy.

Improvement Measure I-TR-4: Queue Abatement Condition of Approval

The owner/operator of the off-street parking facility shall ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall 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; 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; or travel demand management strategies such as additional bicycle parking.

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

Project Improvement Measure I-AQ-1 – Enhanced Ventilation System (Eastern Neighborhoods FEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses).

Because the project site is located in proximity to Interstate 280, which is identified as a freeway in the San Francisco General Plan, Transportation Element, the project sponsor should incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors.

Air Filtration and Ventilation Requirements for Sensitive Land Uses. Prior to receipt of any building permit, the project sponsor shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM2.5) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by Amerircan Society of Heating, Referigerating and Air Conditioning Enginers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meets the MERV-13 performance standard identified in this measure.

Maintenance Plan. Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.

Disclosure to buyers and renters. The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

CONCLUSION

The proposed project may have only the potential to result in significant environmental impacts on historical resources and shadow. The Planning Department has undertaken a topic-specific environmental review for historical resources and shadow and is preparing a focused EIR to address these topics, in accordance with Chapter 31 of the San Francisco Administrative Code.

Per Section 15183 of the CEQA Guidelines and Section 21083.3 of the California Public Resources Code, this exemption applies to all topics other than historical resources and shadow. The proposed project would not result in any new significant or unique effects on the environment not previously identified in the Eastern Neighborhoods FEIR, nor would any environmental impacts be substantially greater than those described in the Eastern Neighborhoods FEIR.

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