Appendix A

Notice of Preparation and CPE Checklist

SAN FRANCISCO
PLANNING DEPARTMENT

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

Date:	January 28, 2015
Case No.:	**2013.1543E**
Project Title:	**1979 Mission Street Mixed-Use Project**
Project Address:	1979 Mission Street and 2950-2978 16th Street
BPA Nos.:	201312174382S (Site permit application number)
Zoning/Plan Area:	Mission Street Neighborhood Commercial Transit (NCT) Mission Street Formula Retail Restaurant Subdistrict Mission Alcohol Restricted Use District Fringe Financial Service Restricted Use District 105-E/55-X Height and Bulk District Mission Area Plan of the Eastern Neighborhoods Rezoning and Area Plans
Block/Lot:	3553/052
Lot Size:	57,312 square feet (1.3 acres)
Project Sponsor	Seth Mallen (Maximus BP 1979 Mission Street LLC) 345 Vidal Drive, San Francisco, CA 94132 (415) 584-4561
Lead Agency:	San Francisco Planning Department
Staff Contact:	Debra Dwyer, debra.dwyer@sfgov.org or (415) 575-9031

PROJECT SUMMARY

The 57,312-square-foot project site is in the Inner Mission neighborhood (Assessor's Block 3553, Lot 052) and abuts the northern and eastern boundaries of the street-level plaza and northeast entrance to the 16th Street Mission Bay Area Rapid Transit District (BART) Station. The proposed project would demolish the two existing commercial buildings and surface parking lot on the site, and construct an up to 10-story, 105-foot (121 feet with elevator penthouse) mixed-use residential building with ground floor retail. The project site is located within the Mission Area Plan of the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods Plans).[1]

The proposed building would have a total of 389,808 gross square feet (gsf), which would include 291,923 gsf of residential uses (331 dwelling units); 32,676 gsf of commercial space; and 65,209 gsf of parking (163 off-street parking spaces and 162 Class I bicycle parking spaces), and loading and building services). Parking and loading would be provided in a basement and ground-floor garage, which would be accessed from a 20-foot-wide driveway on Capp Street. Retail space for multiple tenants would be on the ground-floor level along Mission and 16th streets. Residential uses would be in three separate structures above the podium level (level 2) and along Capp Street. Open space for the residents would be provided in the interior courtyard on the podium level, and on roof terraces and private balconies. In

[1] Eastern Neighborhoods Plans refers to the Eastern Neighborhoods Rezoning and Area Plans, including the Mission Area Plan, and the resulting Planning Code changes that were created as part of the Eastern Neighborhood Program.

addition, along the northern and eastern sides of the BART plaza, the proposed project would be set back 15 feet from the property line, creating publicly accessible open space adjoining the 16th Street Mission BART plaza. Streetscape improvements in lieu of a portion of the Eastern Neighborhoods impact fee would include widening of the existing 9-foot Capp Street sidewalk to 12 feet on the western side of Capp Street between 16th and 15th Streets, and adding two bulb-outs—one on the northwest corner of the intersection of 16th Street/Capp Street and one on the western side of the Adair Street/Capp Street intersection. In addition, the project would install two bicycle corrals in the parking lanes—one on Mission Street and one on Capp Street.

The project site is zoned Mission Street NCT (Mission Street Neighborhood Commercial Transit Zoning District), and is in three special use districts: the Mission Street Formula Retail Restaurant Subdistrict, the Mission Alcohol Restricted Use District, and the Fringe Financial Service Restricted Use District. The portions of the site along Mission and 16th Streets are in the 105-E height and bulk district, and the portion of the site along Capp Street is in the 55-X height and bulk district. The project would require conditional use authorization for the following exceptions: lot size limit (Planning Code Section 121.1); use size limit (Planning Code Sections 121.2 and 121.6); rear yard size and location (Planning Code Section 134); bay window width and separation (Planning Code Section 136[c][2]); bulk limitations (Planning Code Section 270); streetscape and pedestrian improvements pursuant to the City's Better Streets Policy and Plan (Planning Code Section 138.1); and dwelling unit exposure to open space (Planning Code Section 140).

REMARKS

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 that are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; and d) are previously identified in the EIR, but that are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact. Section 15183(b) specifies that in approving a project meeting the requirements of Section 15183, a public agency shall limit its examination of environmental effects to those which the agency determines in an initial study or other analysis (here, in the attached Community Plan Exemption Checklist) were not analyzed as significant effects in the prior EIR prepared for the general plan, community plan, or zoning action.

The attached Community Plan Exemption (CPE) Checklist evaluates the potential project-specific environmental effects peculiar to the 1979 Mission Street Mixed-Use Project, and incorporates by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final EIR (Eastern Neighborhoods PEIR) (Case No. 2004.0160E; State Clearinghouse No. 2005032048), which is the underlying EIR for the proposed project. Project-specific studies summarized in the CPE Checklist 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 and disclosed in the Eastern Neighborhoods PEIR, or if particular topics are to be further evaluated in the Environmental Impact Report (EIR) to be prepared for the proposed project pursuant to Section 15183(b).

The attached CPE Checklist assesses the proposed project's potential to cause environmental impacts, and identifies mitigation measures contained in the Eastern Neighborhoods PEIR that would be applicable to the proposed 1979 Mission Street Mixed-Use Project. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods PEIR, as well as an evaluation of the potential impacts of the proposed 1979 Mission Street Mixed-Use Project, is provided in the attached CPE Checklist prepared for the proposed project.

BACKGROUND

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Plans were adopted in December 2008, 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 Plans also included changes to existing height and bulk districts in some areas. With respect to the project site, these changes applied to the portion of the project site on Capp Street that was rezoned from 50-X to 55-X for height and bulk, and to the portion of the project site fronting on 16th Street that was rezoned from 50-X to 105-E for height and bulk.

During the Eastern Neighborhoods Plans 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 Rezoning and Area Plan Programmatic EIR (Eastern Neighborhoods PEIR) 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 PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives that 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

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

[3] San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available online at www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf.

after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

A major issue in the Eastern Neighborhoods Plans rezoning process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, thereby reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR 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 Plans, the project site was rezoned from Moderate-Scale Neighborhood Commercial District (NC-3) to Mission Street Neighborhood Commercial Transit (Mission NCT). The Mission NCT District provides a selection of goods serving the day-to-day needs of the residents of the Mission District. Additionally, this District serves a wider trade area with its specialized retail outlets. Eating and drinking establishments contribute to the street's mixed-use character and activity in the evening hours. The District is extremely well-served by transit, including regional-serving BART stations at 16th Street (adjacent to the project site) and 24th Street; major buses running along Mission Street; and both cross-town and local-serving buses intersecting Mission along the length of this district, including along 16th Street adjacent to the project site. Given the area's central location and accessibility to the City's transit network, accessory parking for residential uses is not required. Any new parking is required to be set back or be below ground. New neighborhood-serving commercial development is encouraged mainly at the ground story. Housing development in new buildings is encouraged above the ground story. Housing density is not controlled by the size of the lot, but by requirements to supply a high percentage of larger units, and by physical envelope controls.

Individual projects that occur under the Eastern Neighborhoods Rezoning and Area Plans undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development; and to assess whether additional environmental review is required. This determination concludes that the proposed project at 1979 Mission Street is generally consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the majority of the impacts of the proposed 1979 Mission Street Mixed-Use Project, and identified the mitigation measures from the Eastern Neighborhoods PEIR that are applicable to the 1979 Mission Street Mixed-Use Project. 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 PEIR and will therefore be eligible for a Community Plan Exemption pursuant to the provisions of Section 15183. However, the proposed

[4] Varat, Adam, 2014. San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1979 Mission Street, August 20. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[5] Joslin, Jeff, 2014. San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1979 Mission Street, September 10. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

project could result in potentially significant environmental effects not covered in the Eastern Neighborhoods PEIR 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 would still feasibly attain most of the basic project objectives.

The CPE Checklist concludes that the proposed project could result in significant impacts under the following topic areas that will be addressed in the EIR:

- Wind;
- Shadow; and
- Geology and Soils.

The CPE Checklist for the proposed 1979 Mission Street Mixed-Use Project included in this document covers the following topics, which are not anticipated to be addressed in the EIR: land use and land use planning; population and housing; transportation and circulation; cultural and paleontological resources; noise; air quality; greenhouse gas emissions; recreation; utilities and service systems; public services; biological resources; 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 disclosed by the Eastern Neighborhoods PEIR, per Section 15183.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" (neighborhood notice) was mailed on July 1, 2014, to adjacent occupants and owners of properties within 300 feet of the project site; an updated notice correcting a typographical error was mailed on July 8, 2014, and the neighborhood notice was also redistributed to neighborhood organizations on July 24, 2014. Commenters expressed concerns over the following environmental issues: shadows cast by the proposed project upon adjacent buildings and uses—in particular, the Redstone Building and Marshall Elementary School; archaeological resources; wind; impacts upon a historic underground creek in the project vicinity; groundwater levels; air quality; noise; increased traffic and transit delays; safety; increased demand for infrastructure and public services; seismic instability and liquefaction; and construction impacts. Concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. These issues are addressed in the CPE Checklist in the following sections: Land Use and Land Use Planning, Population and Housing, Cultural Resources, Transportation and Circulation, Noise, Air Quality, Recreation, Utilities and Service Systems, Public Services, and Hydrology and Water Quality. Wind, shadow, and geology and soils impacts will be addressed in the Focused EIR that will be prepared for the proposed project; aside from potential impacts to these resource topics, the proposed project would not result in significant adverse impacts associated with the issues identified by the public, beyond those identified in the Eastern Neighborhoods PEIR.

In addition, commenters expressed concerns related to non-environmental topics, including the size and design of the project and socioeconomic issues such as displacement of existing residents and small businesses due to upward pressures on rents. Commenters also provided letters supporting the project,

citing its provision of additional housing, its transit-friendly nature, and proposed improvements to the 16th Street Mission BART plaza. Comments on the merits of the project that are not related to environmental topics will be provided to decision-makers for consideration in their review of approval actions for the proposed project.

FINDING

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

PUBLIC SCOPING PROCESS

Written comments on the information in the attached CPE Checklist and the scope of the EIR will be accepted by mail, email, or fax until 5:00 p.m. on **March 2, 2015**. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, 94103, or sarah.b.jones@sfgov.org. 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.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the 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.

January 28, 2015
Date

Sarah B. Jones
Environmental Review Officer

SAN FRANCISCO
PLANNING DEPARTMENT

Community Plan Exemption Checklist

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CA 94103-2479

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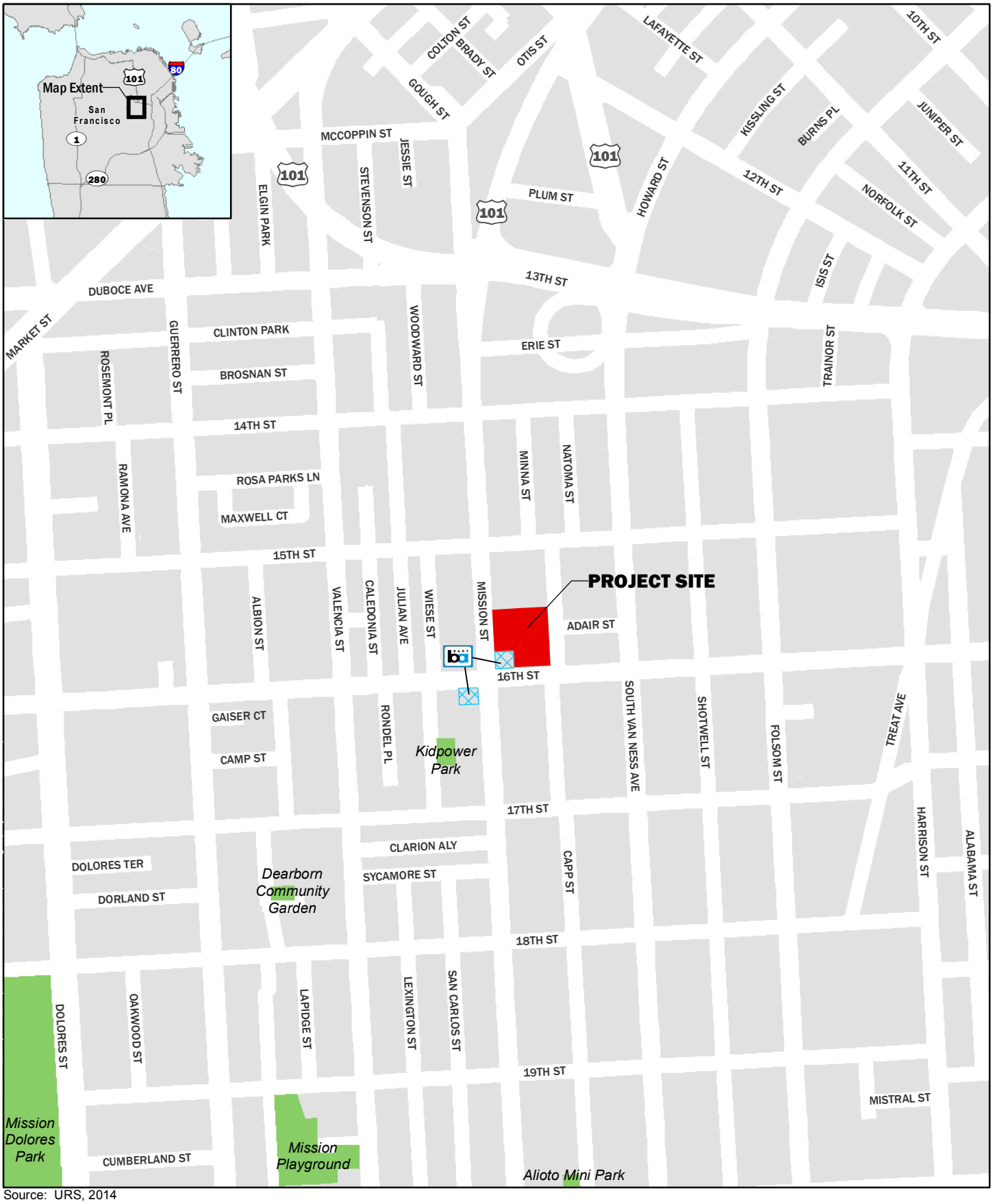
Case No.:	2013.1543E
Project Address:	**1979 Mission Street Mixed-Use Project** at 1979 Mission Street and 2950-2978 16th Street
Zoning:	Mission Street Neighborhood Commercial Transit (NCT) Mission Street Formula Retail Restaurant Subdistrict Mission Alcohol Restricted Use District Fringe Financial Service Restricted Use District 105-E/55-X Height and Bulk District
Block/Lot:	3553/052
Lot Size:	57,312 square feet (1.3 acres)
Plan Area:	Mission Area Plan the Eastern Neighborhoods Rezoning and Area Plans
Project Sponsor:	Seth Mallen (Maximus BP 1979 Mission Street LLC) 345 Vidal Drive, San Francisco, CA 94132 (415) 584-4561
Staff Contact:	Debra Dwyer debra.dwyer@sfgov.org or (415) 575-9031

PROJECT DESCRIPTION

Project Location

The 57,312-square-foot project site is in the Inner Mission neighborhood (Assessor's Block 3553, Lot 052), and forms the northern and eastern boundaries of the street-level plaza and northeastern entrance to the 16th Street Mission Bay Area Rapid Transit District (BART) Station. The proposed project would demolish the two existing commercial buildings and surface parking lot on the site, and construct an up to 10-story, 105-foot (121 feet with elevator penthouse) mixed-use residential building with ground-floor retail and off-street/bicycle parking/building services in basement. The proposed project would include 291,923 gsf of residential uses (331 dwelling units) and 32,676 gsf of commercial space. The project site is located within the Mission Area Plan of the Eastern Neighborhoods Rezoning and Area Plans, on the block bounded by Mission Street to the west, 16th Street to the south, and Capp Street to the east, as shown on Figure 1.

The project site is fairly level and slopes gently downward to the east. Existing uses on the site are summarized in Table 1, and are shown on Figure 2. Two buildings totaling approximately 50,915 gross square feet (gsf) and ranging in height from 23 to 30 feet currently occupy the site. The building on the northwestern portion of the site, 1979/1985 Mission Street, is an approximately 15,477-gsf, one-story building with a mezzanine and partial basement; it was constructed in 1909, and is currently occupied by a retail pharmacy (Walgreens). The building along the southern portion of the site, 2950-2978 16th Street, is an approximately 35,438–gsf, one-story building with a mezzanine and basement, both of which extend along most of the building; it was also constructed in 1909. The building is currently occupied by two restaurants, a grocery store, and a bar (Burger King, Mission Hunan Restaurant, HWA Lei Market, and City Club, respectively). The northern portion of the building at 2950-2978 16th Street is vacant. An approximately 24,210-square-foot surface parking lot with 54 parking spaces, designated for Walgreens shoppers, is at the northeastern corner of the site, and is accessed from Capp Street.



Source: URS, 2014

BART Station Entrance and Plaza

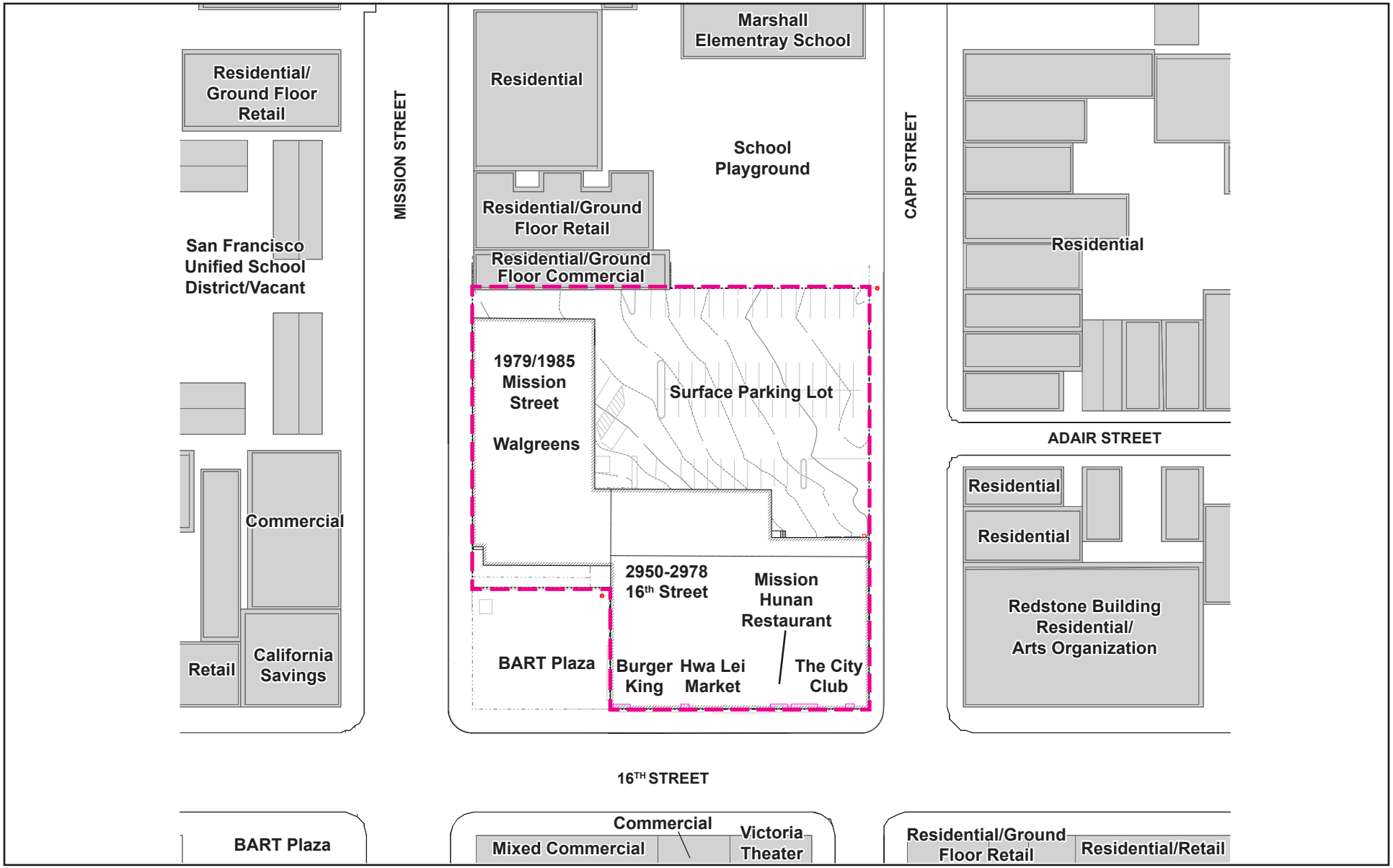
Park/Open Space

0 250 500 FEET

PROJECT LOCATION

1979 Mission Street Project
San Francisco, California

FIGURE 1



Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

Not to Scale

EXISTING SITE PLAN

1979 Mission Street Project
San Francisco, California

FIGURE 2

Table 1
Existing Site Characteristics

Address	Building Area (square feet)	Year Constructed	Building Characteristics/Use
1979/1985 Mission Street	15,477	1909	One-story building with basement and mezzanine/retail use
2950-2978 16th Street	35,438	1909	One-story building with partial basement and partial mezzanine/ restaurant, retail, entertainment uses
None (Capp Street)	—	N/A	Surface parking lot
Total	**50,915**	**—**	**—**
Source: 1979 Mission Street, Environmental Evaluation Application, January 2014.			

The project site is entirely covered by buildings or surface pavement, and there is no existing vegetation on the project site. The project site is currently bordered by approximately five street trees along Mission Street, and no trees along 16th or Capp streets. The two mature palm trees on Mission Street would be retained, and the other three trees would be replaced with five new trees. In addition, approximately 17 street trees would be planted along 16th and Capp streets as part of the project.

The existing buildings were previously evaluated in the Inner Mission North Historic Resource Survey, and found to be ineligible for individual listing in the National Register of Historic Places, the California Register of Historical Resources (CRHR), or as a local listing.[1] Although the buildings do not contribute to any potential historic districts in the area, individually designated historical resources are directly to the east and south of the project site along Mission and 16th streets.

The immediate neighborhood is characterized by a mix of commercial and residential uses, as shown on Figure 2. Buildings range in height from two to five stories, typically with ground-floor storefronts and residential or commercial uses above. Generally, there are retail/commercial uses along Mission and 16th streets, and residential uses along Capp Street. Marshall Elementary School at 1575 15th Street is immediately north of the site on Capp Street, with its entrance on 15th Street.

The project site is in the Mission Area Plan of the Eastern Neighborhoods Rezoning and Area Plans. Prior to adoption of the Eastern Neighborhood Plans, the project site was zoned Neighborhood Commercial Moderate-scale (NC-3). Prior to the rezoning, the western portion of the site along Mission Street was in the 105-E height and bulk district, and the portion of the site along 16th and Capp streets was in the 50-X height and bulk district. Currently, the project site is in the Mission Street Neighborhood Commercial Transit Zoning District (Mission Street NCT). The portions of the site along Mission and 16th streets are in the 105-E height and bulk district, and the portion of the site along Capp Street is in the 55-X height and bulk district.[2] The project site is located within three special use districts: the Mission Street Formula Retail Restaurant Subdistrict, the Mission Alcohol Restricted Use District, and the Fringe Financial Service Restricted Use District.

[1] San Francisco Planning Department, 2011. Inner Mission North Historic Resource Survey. Available online at: sf-planning.org/index.aspx?page=2686; and at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case file 2011.0401U. Accessed June 2014.

[2] The E bulk designation limits the portion of a building that is over 65 feet tall to a maximum length of 110 feet and a maximum diagonal dimension of 140 feet, and the X bulk designation has no bulk controls (Planning Code Section 270).

Both Mission Street and South Van Ness Avenue (the latter of which is two blocks to the east of the project site), are major north/south roadways through the Mission neighborhood. The regional roadways that serve the site are U.S. Highway 101, Interstate 80, and Interstate 280. U.S. Highway 101 provides access to and from the project vicinity via an on-ramp at South Van Ness Avenue at Division Street, and an off-ramp at Mission Street and Duboce Avenue. In addition to BART service at the adjacent station, several San Francisco Municipal Railway (Muni) bus routes—including the 14 Mission, 14L Mission Limited, 22 Fillmore, 33 Stanyan, and 49 Van Ness-Mission[3] routes—provide connections from the site to various locations in San Francisco.

Project Characteristics

The proposed project would demolish the two existing commercial buildings and surface parking lot on the site, and construct a new 389,808-gsf, mixed-use residential project that would include 331 dwelling units, 32,676 square feet of commercial space, 163 off-street parking spaces (136 residential, 22 commercial, 4 car-share, and 1 Americans with Disabilities Act (ADA)-accessible van parking spaces), 192 bicycle parking spaces (162 Class I and 30 Class II bicycle parking spaces), an interior courtyard, and three roof decks (as summarized in Table 2).

The proposed site plan is shown on Figure 3, and the proposed streetscape plan is shown on Figure 14. Figures 3 through 12 show the proposed floor plans; Figure 13 shows the roof open space plans; Figures 15 through 20 show the proposed building elevations, sections, and massing; and Figures 21 through 23 show visual simulations for the proposed project.

The proposed building would include residential uses above ground-floor retail spaces, and would have three separate structures above level 2, which is the podium level. An interior courtyard on level 2 would provide open space for project residents between the buildings, as shown on Figure 13. These three structures above the podium level—referred to as the Mission Street component, 16th Street component, and Capp Street component—would range from five to ten stories. As shown on Figures 15 and 16, both the Mission Street and 16th Street components would be up to 10 stories and 105 feet in height. The total height to the top of the 16-foot-tall elevator penthouse would be approximately 121 feet, inclusive of the rooftop mechanical equipment, which would be concealed by a 10-foot architectural screen. Pursuant to Planning Code Section 260(b)(1)(B), the mechanical and elevator penthouses are exempt from the Planning Code height limits, but are considered in the context of environmental review.

The top four floors (floors 7, 8, 9, and 10) of the Mission Street component would be set back from the northern property line. This setback would vary in depth as measured from the northern property line, ranging from approximately 17 to 30 feet. These floors would also be set back approximately 6 feet from the western property line for the majority of the building's length along Mission Street. Balconies at the southern portion of the Mission Street component would face the BART plaza. A trellis element with climbing plants would extend down from the roof to the podium level in front of the balconies on this side of the building to create a marquee-like architectural feature, as shown on Figure 21. The trellis element would not extend beyond the property line with the BART plaza. The top three floors (floors 8 through 10) of the 16th Street component would be set back from the BART plaza by approximately 41.5 feet to distinguish this structure from the Mission Street component, and to allow sunlight into both the interior courtyard and the BART plaza. Balconies at the western portion of the 16th Street component would also face the BART plaza. The Capp Street component would be up to five stories, and a

[3] As part of the Transit Effectiveness Project (TEP), the 49 Van Ness-Mission is approved for limited stop service, and will become the 49L Van Ness-Mission Limited. Additional information regarding the TEP is available online at http://www.sfmta.com/projects-planning/projects/tep-transit-effectiveness-project. Accessed July 7, 2014.

Table 2
Project Characteristics

Lot	Dimensions
Size	57,312 square feet
Length	185 feet (Mission Street)/160 feet (16th Street)/260 feet (Capp Street)
Height	55 to 105 feet/total 121 feet with elevator penthouse[1]
Proposed Uses	**Area (gsf)**
Residential	291,923
Commercial (Retail)	32,676
Parking/loading/building services	65,209
Total	**389,808**
Proposed Units	**Amount (Approx. Percent)**
Dwelling Units	331 (100%)
Micro	30 (9%)
Studio	84 (25%)
1-Bedroom	81 (24%)
2-Bedroom	123 (37%)
3-Bedroom	12 (4%)
4-Bedroom	1 (1%)
Vehicle Parking Spaces	163[2]
Bicycle Parking Spaces	192[3]
Open Space	**Area (sf)**
Publicly accessible (adjacent to the BART plaza to the north and east sides)	2,625
Common (roof decks and interior podium courtyard)	28,741[4]
Private decks	9,175[5]
Building Characteristics	**Description**
Mission Street component[6]	6 to 10 stories (ground-floor retail, residential above)/105 feet height/total 121 feet inclusive of the elevator penthouse
16th Street component[6]	7 to 10 stories (ground-floor retail, residential above)/105 feet height/total 121 feet inclusive of the elevator penthouse
Capp Street component[6]	4 to 5 stories (residential)/55 feet height/total 71 feet inclusive of the elevator penthouse
Ground floor	Retail: 32,676 gsf; multiple tenant spaces; Residential: 3 residential lobbies; 3 residential units on Capp Street; Garage: 3 freight/loading spaces; 1 ADA-accessible van parking space; building services; and 4 Class I bicycle parking spaces for commercial tenants.
Basement	162 vehicle parking spaces (22 retail parking spaces; 4 car share spaces; and 136 residential parking spaces); 158 Class I bicycle parking spaces; Building services, including emergency generator.

Source: 1979 Mission Street, Conditional Use Authorization Application, March 2014.
Notes:
ADA = Americans with Disabilities Act
BART = Bay Area Rapid Transit
gsf = gross square feet

[1] Consistent with the Planning Code Height and Bulk designations for the project site, the building heights range from 55 to 105 feet; up to 16 feet for the elevator penthouse is exempt from this height limit.

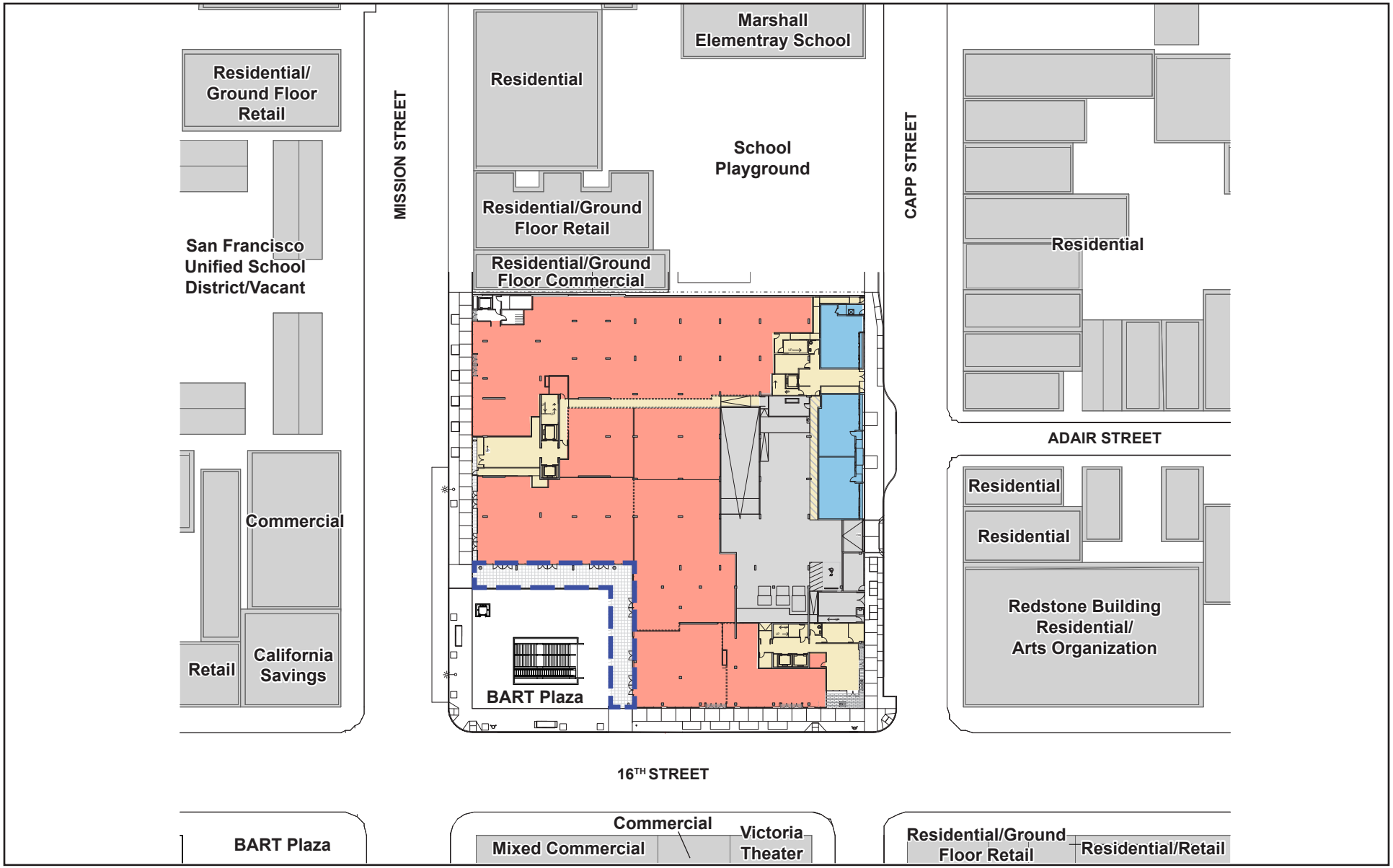
[2] Vehicle parking spaces: for residents – 136 off-street parking spaces (92 of which would be stacker spaces); for retail – 22 off-street parking spaces. In addition, there would be four car-share spaces and one ADA-accessible van space.

[3] Bicycle parking spaces: 162 Class I bicycle parking spaces in the basement/ground floor; 30 Class II bicycle parking spaces on street.

[4] Provided in compliance with Planning Code Section 736.93 Usable Open Space Per Residential Unit.

[5] 29 units have private balconies, terraces, or patios as usable open space that meet the Planning Code requirements. Of the 26 units, 10 have qualifying patios on the courtyard in excess of 100 square feet each, 16 have qualifying balconies or terraces exceeding 80 square feet.

[6] The proposed project is one building with three separate structures above a common ground-floor and basement level.



Source: Skidmore, Owings & Merrill LLP, 2014.

Retail

Multi-family Residential Lobby

Residential Unit

Garage/Loading

New Public Open Space

Not to Scale

PROPOSED SITE PLAN AND GROUND FLOOR PLAN

1979 Mission Street Project
San Francisco, California

FIGURE 3

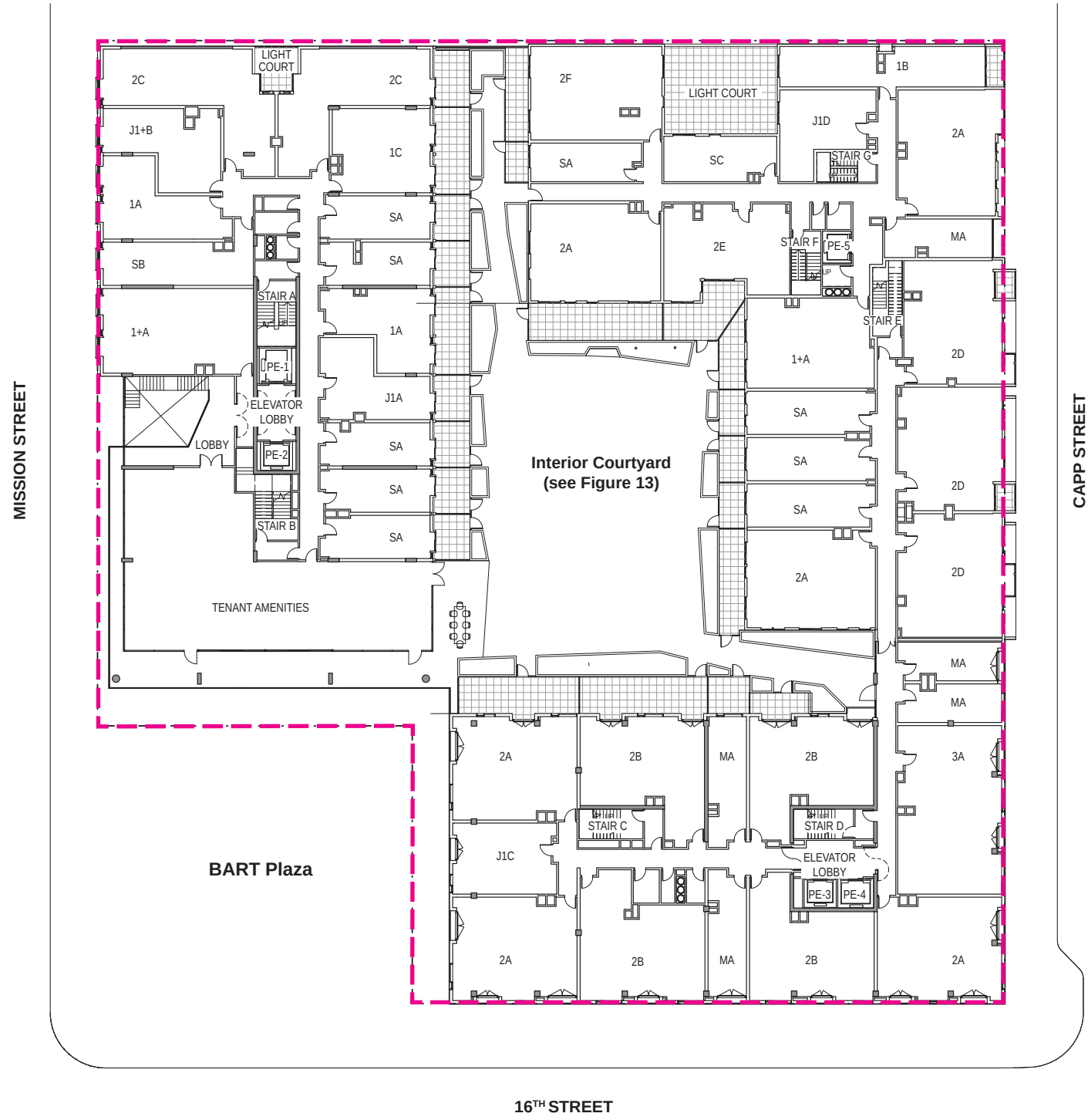
Source: Skidmore, Owings & Merrill LLP, 2014.

Not to Scale

BASEMENT PLAN – PARKING GARAGE

1979 Mission Street Project
San Francisco, California

FIGURE 4



Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 2

1979 Mission Street Project
San Francisco, California

FIGURE 5

Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVELS 3 TO 4

1979 Mission Street Project
San Francisco, California

FIGURE 6

Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site
M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

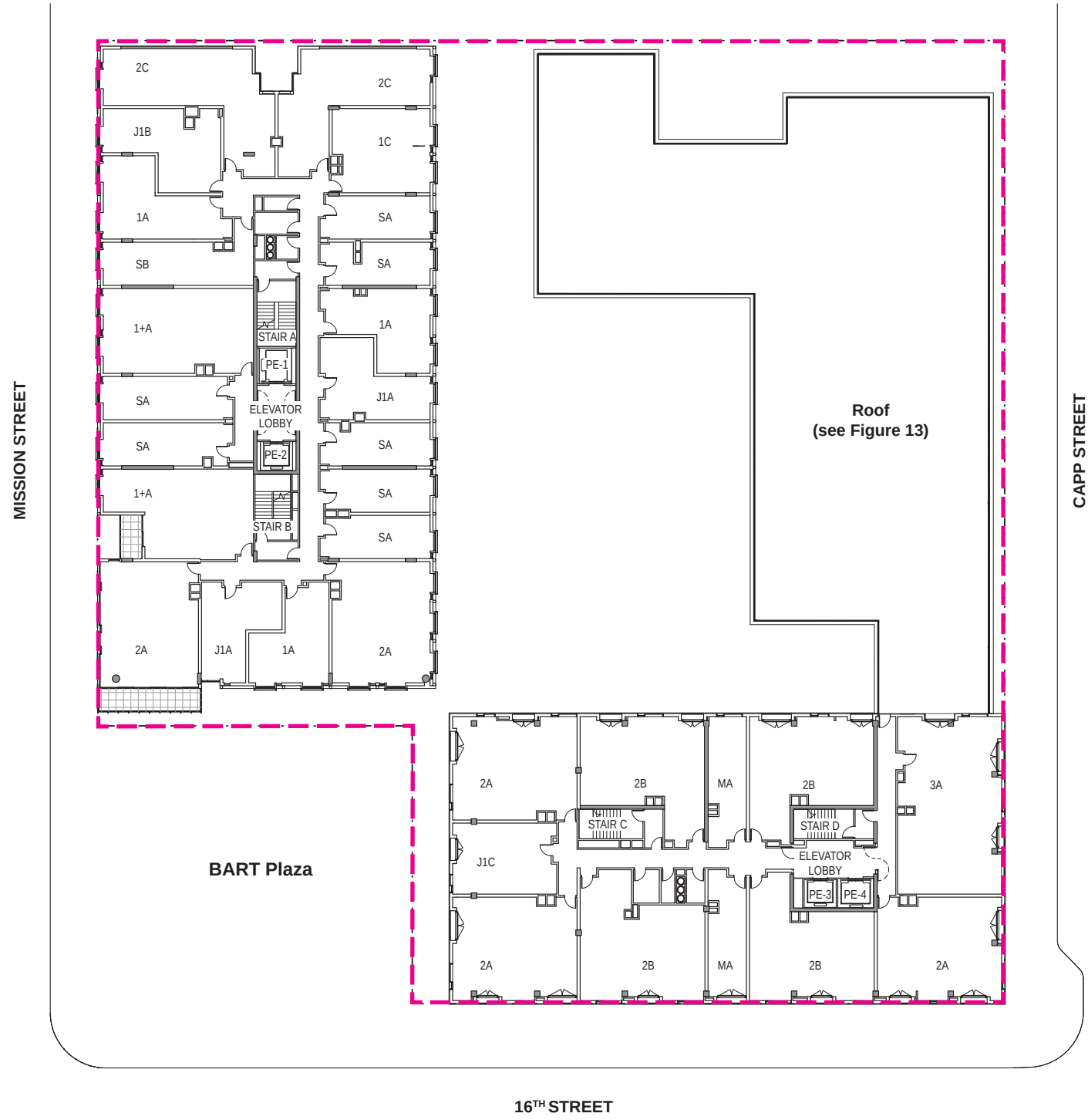
1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 5

1979 Mission Street Project
San Francisco, California

FIGURE 7



Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 6

1979 Mission Street Project
San Francisco, California

FIGURE 8

Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 7

1979 Mission Street Project
San Francisco, California

FIGURE 9

Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site
M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

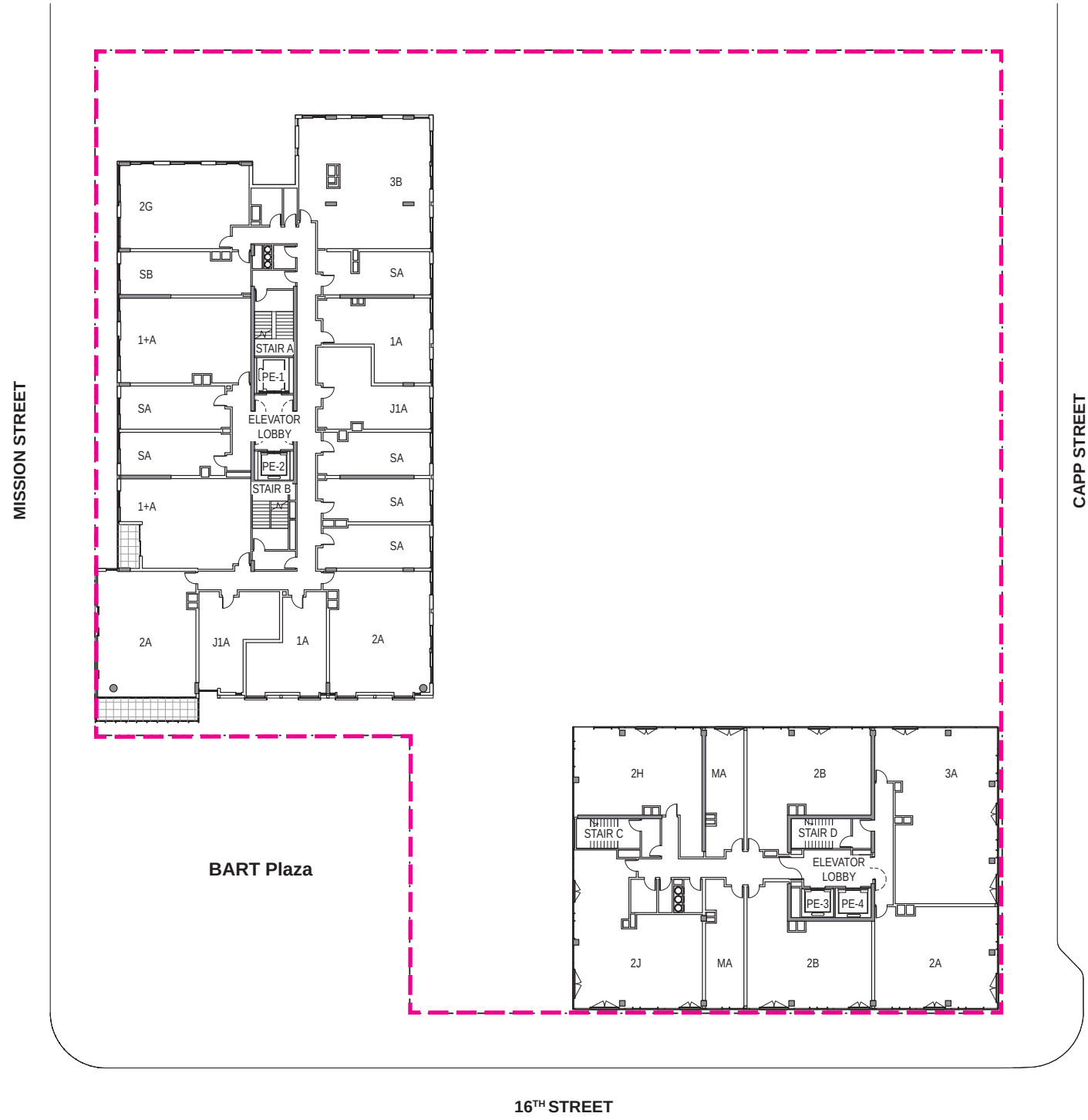
1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 8

1979 Mission Street Project
San Francisco, California

FIGURE 10



Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site

M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

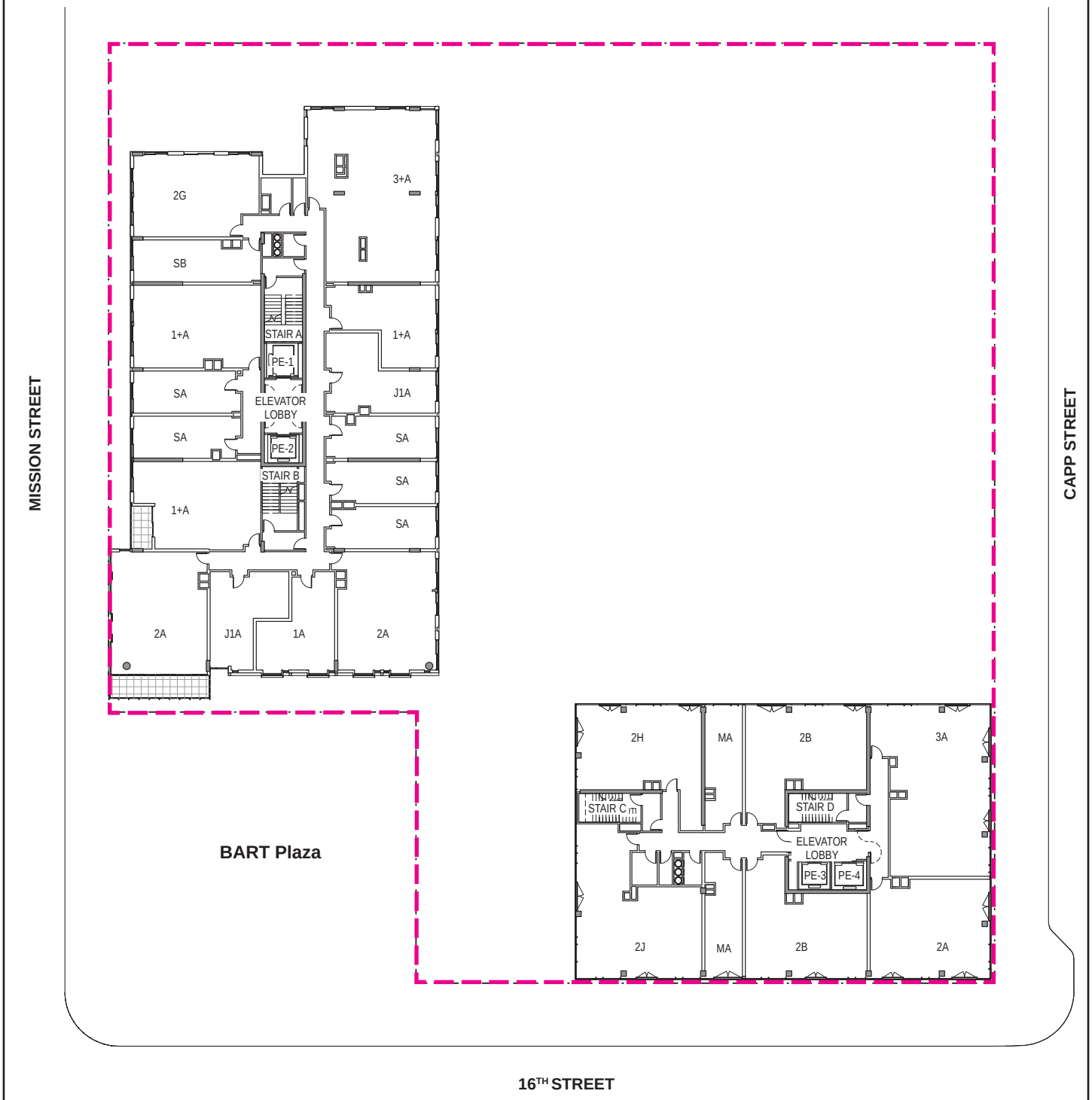
1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 9

1979 Mission Street Project
San Francisco, California

FIGURE 11



Source: Skidmore, Owings & Merrill LLP, 2014.

Project Site
M = Micro
S = Studio
J1 = Junior one bedroom
A through H = The layout type ("2A" is 2-bedroom unit with Layout A)

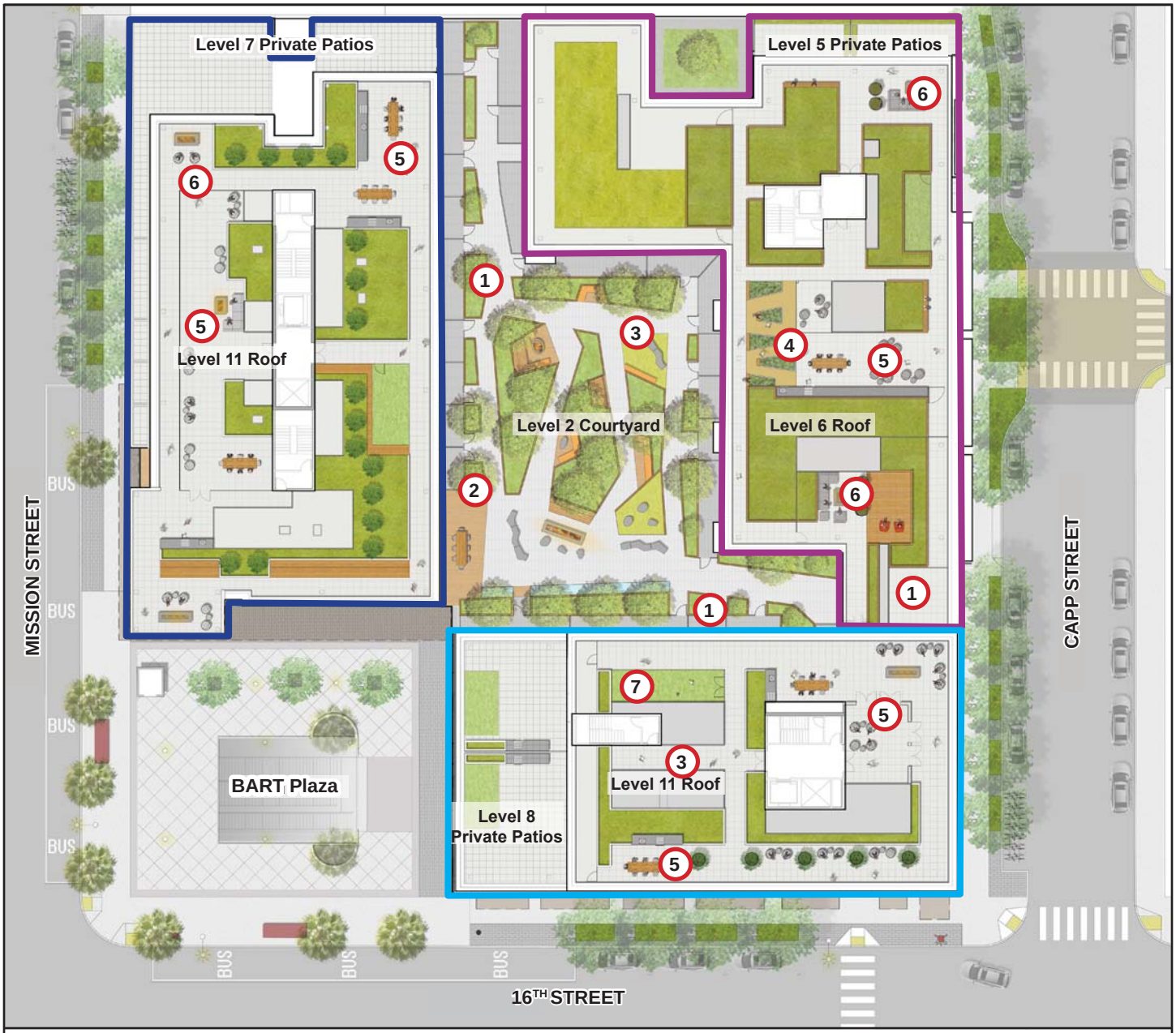
1 = One bedroom
1+ = One bedroom, plus den
2 = Two bedroom
3 = Three bedroom
4 = Four bedroom

Not to Scale

FLOOR PLAN – LEVEL 10

1979 Mission Street Project
San Francisco, California

FIGURE 12



1 Private Patios, typical
2 Amenity Space
3 Informal Play Area
4 Urban Agriculture Area
5 Event Space
6 Outdoor Lounge Area
7 Dog Run

Mission Street Building (105 Feet, 10 Stories)
Capp Street Building (55 Feet, 5 Stories)
16th Street Building (105 Feet, 10 Stories)

Source: Skidmore, Owings & Merrill LLP, 2014.

0 30 60 FEET

FLOOR PLAN – ROOF

1979 Mission Street Project
San Francisco, California

FIGURE 13

1. Mission Street
   Planted tree wells with pedestrian pass-throughs and special paving.
2. 16th Street
   Planted tree wells with pedestrian pass-throughs and special paving.
3. Capp Street
   Stormwater planting tree wells with pedestrian pass-throughs and special paving.
4. BART Plaza

5. Special Paving
6. Bulb-out
7. Raised Crossing
8. Palm
9. Bike Corral, typical
10. Bus Shelter
11. Street Light, typical

New Public Open Space
Proposed
Existing to Remain

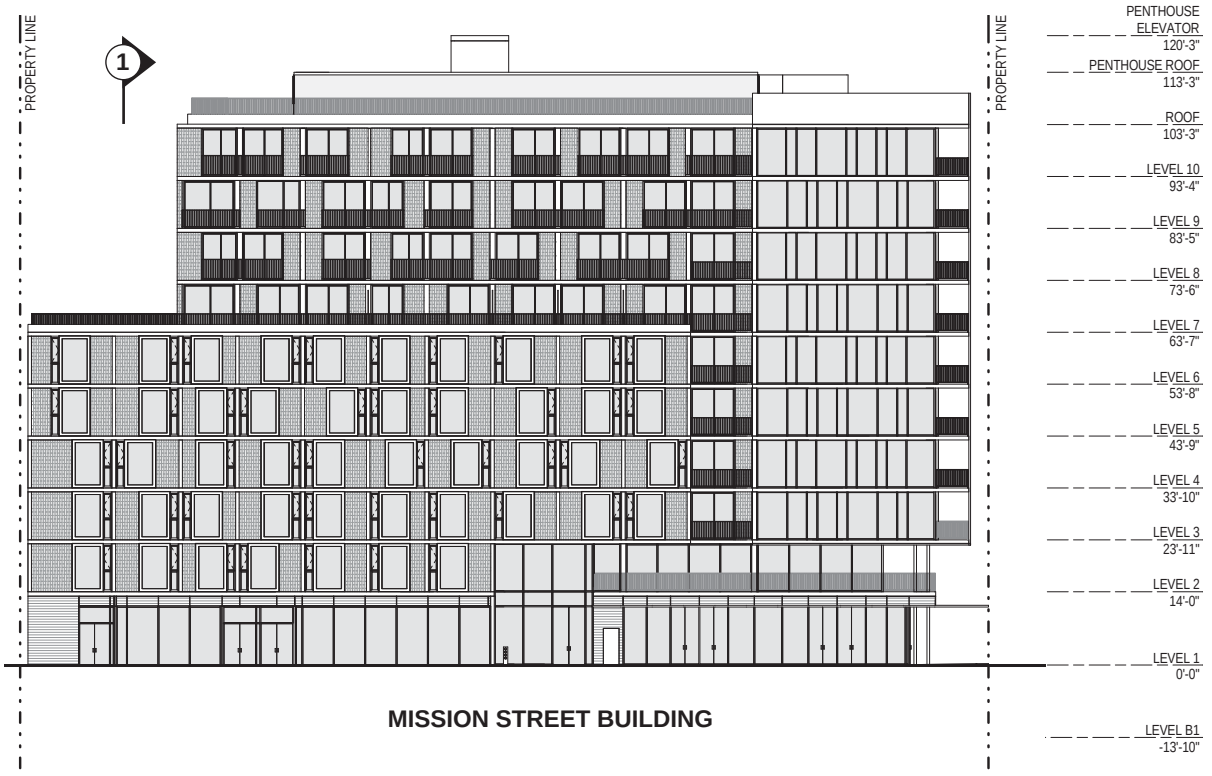
Source: Skidmore, Owings & Merrill LLP, 2014.

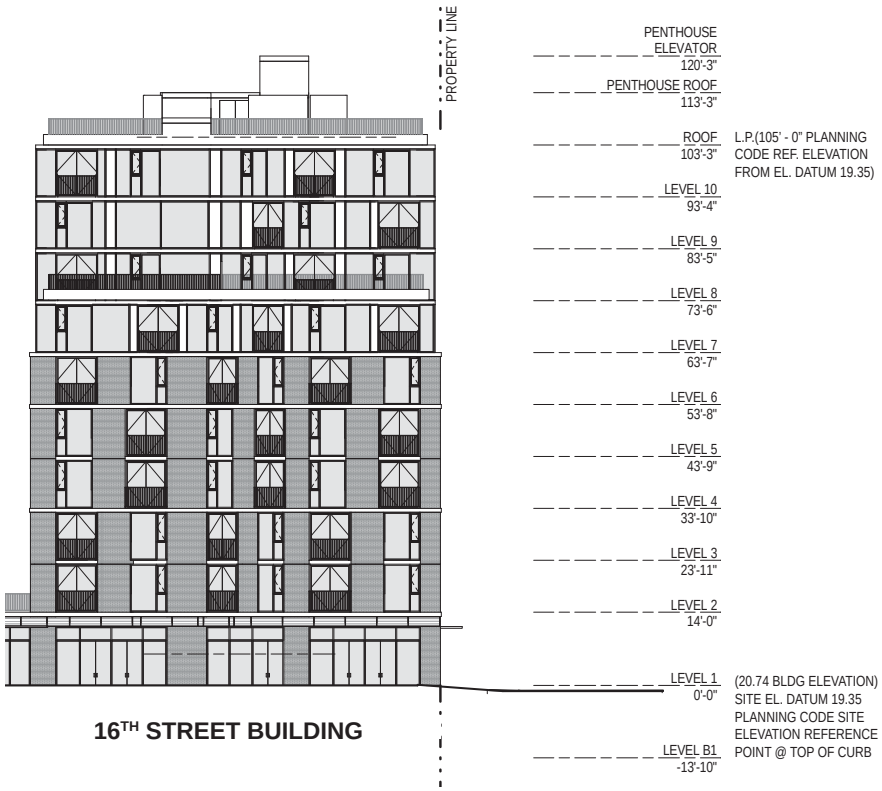
0 30 60 FEET

STREETSCAPE IMPROVEMENTS

1979 Mission Street Project
San Francisco, California

FIGURE 14





Not to Scale

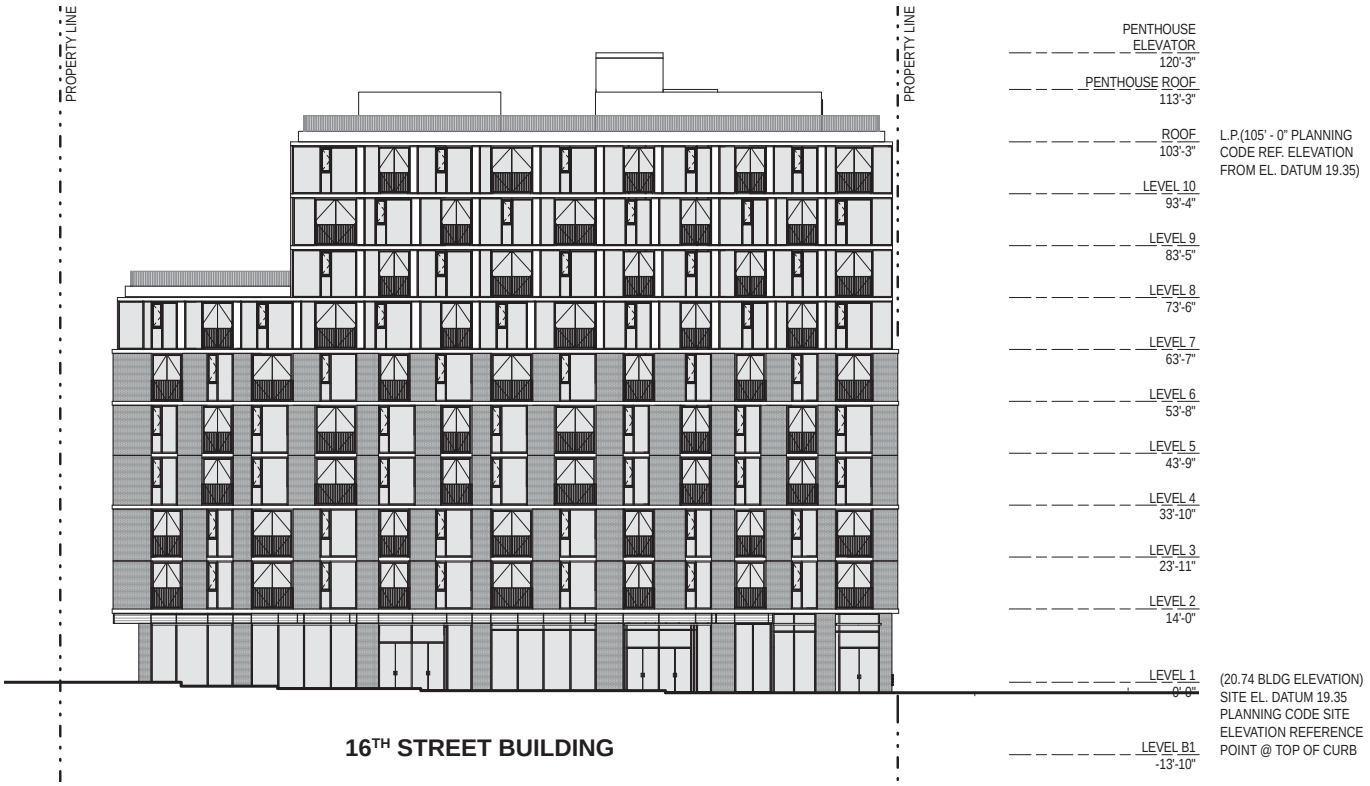
Source: Skidmore, Owings & Merrill LLP, 2014.

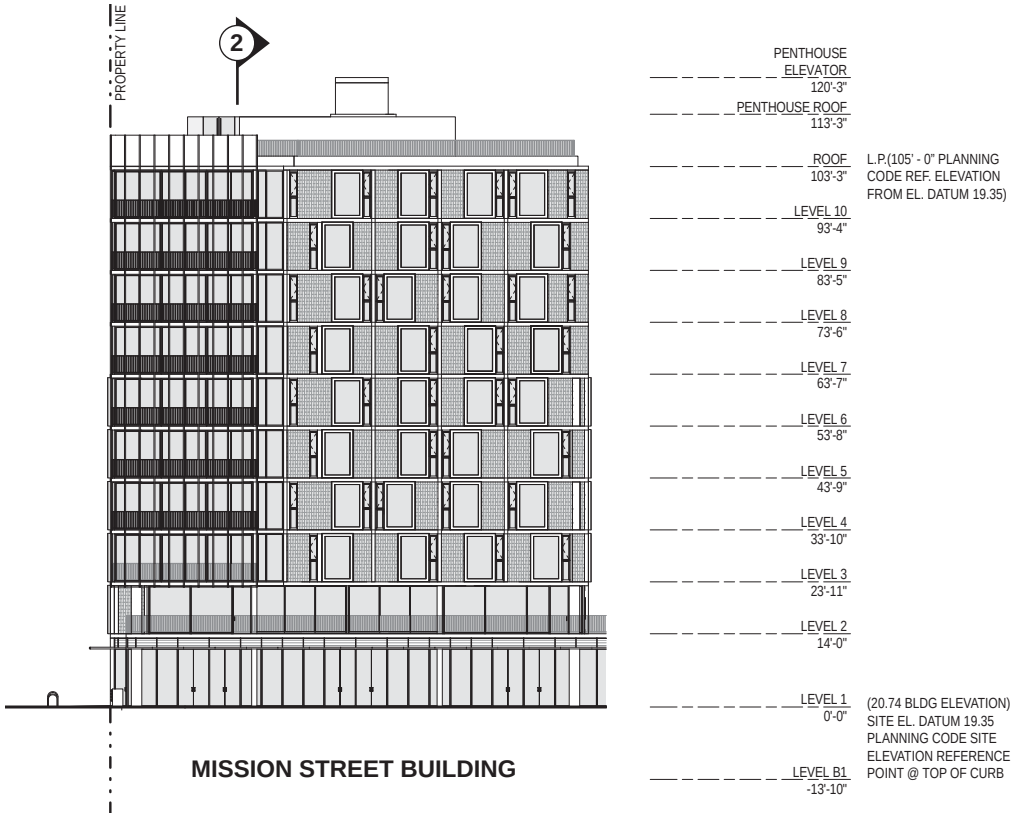
1 **See Figure 19 Cross Section (1)**

PROPOSED ELEVATION – WEST, MISSION STREET

1979 Mission Street Project
San Francisco, California

FIGURE 15





Not to Scale

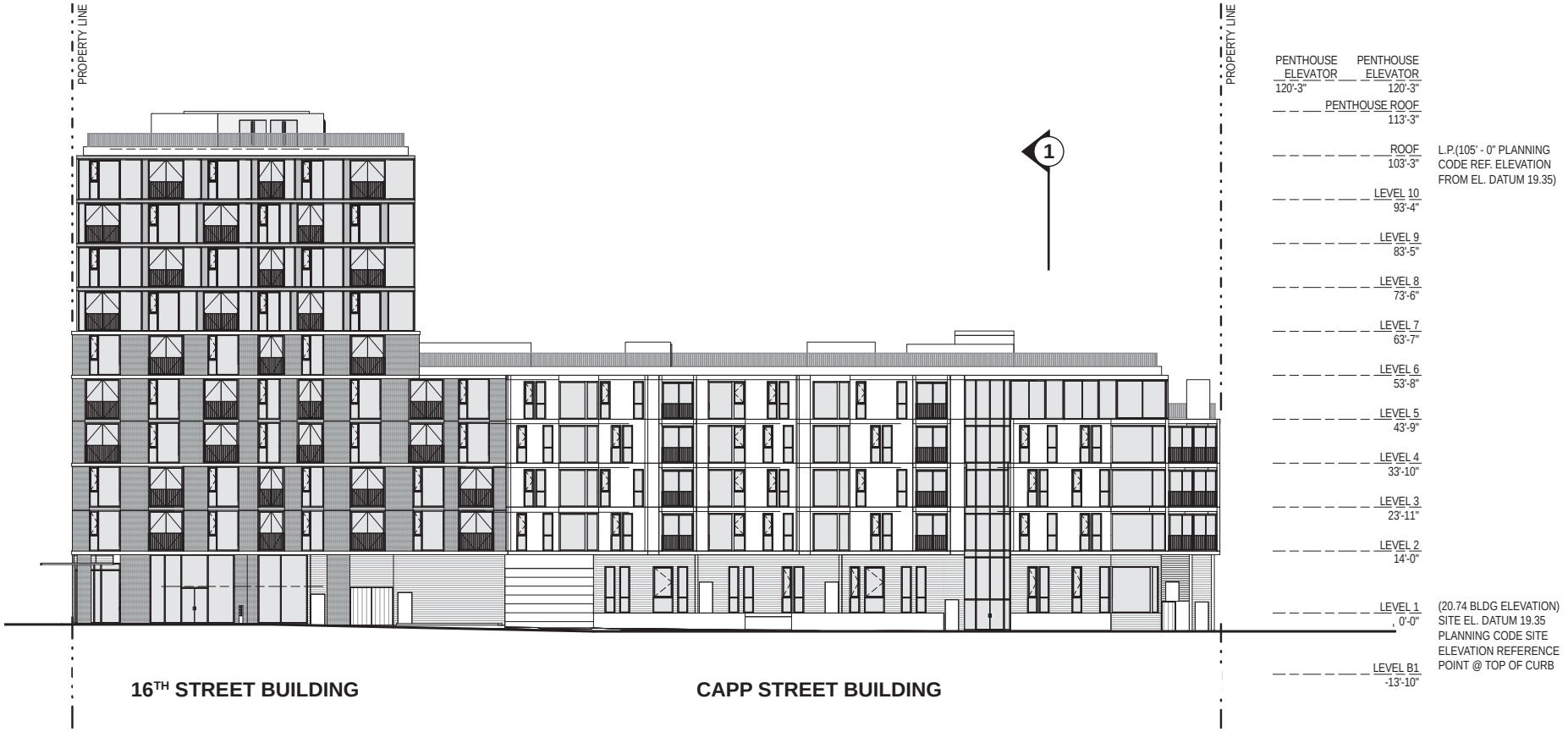
Source: Skidmore, Owings & Merrill LLP, 2014.

2 **See Figure 19 Longitudinal Section (2)**

PROPOSED ELEVATIONS – SOUTH, 16TH STREET

1979 Mission Street Project
San Francisco, California

FIGURE 16



Not to Scale

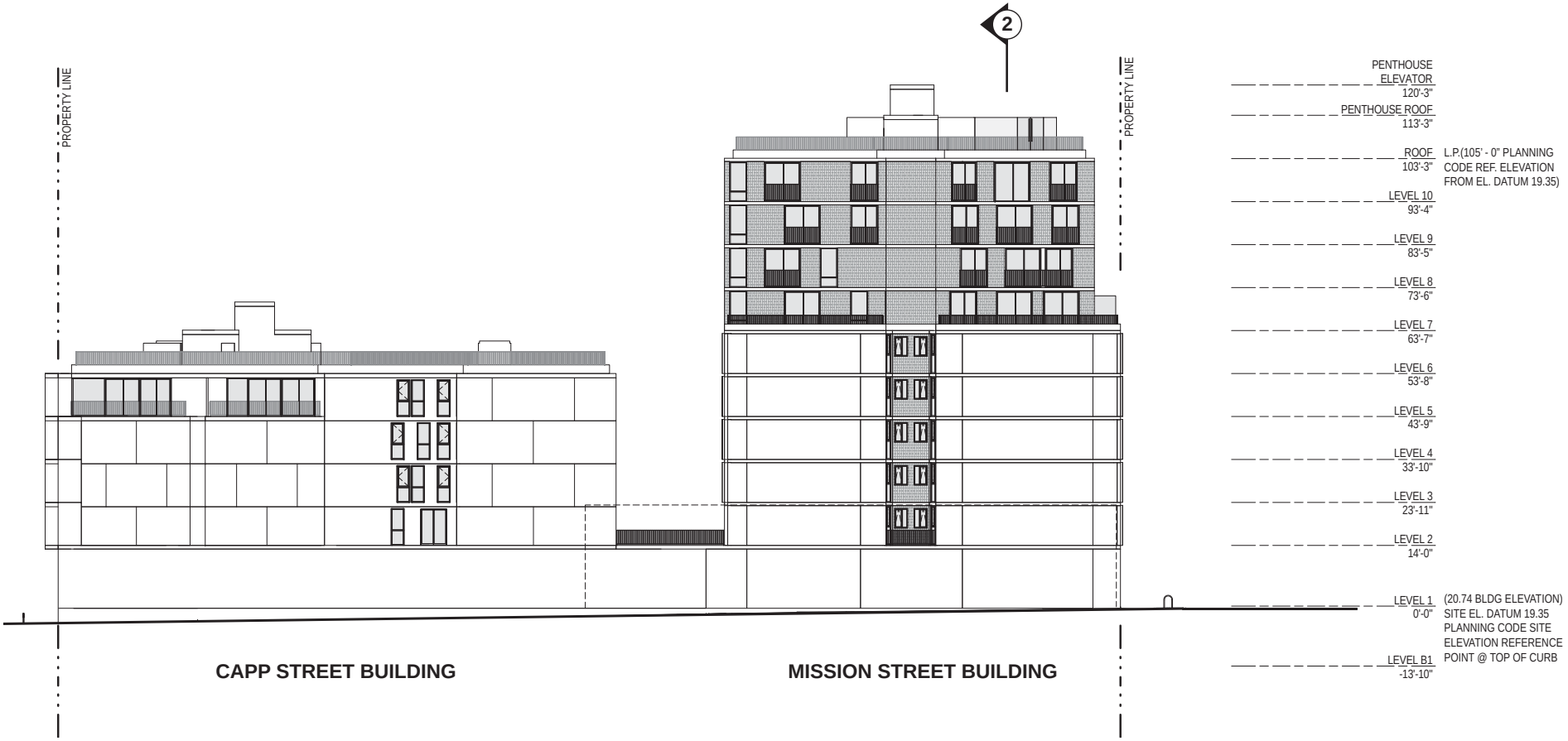
Source: Skidmore, Owings & Merrill LLP, 2014.

1 See Figure 19 Cross Section (1)

PROPOSED ELEVATION – EAST, CAPP STREET

1979 Mission Street Project
San Francisco, California

FIGURE 17



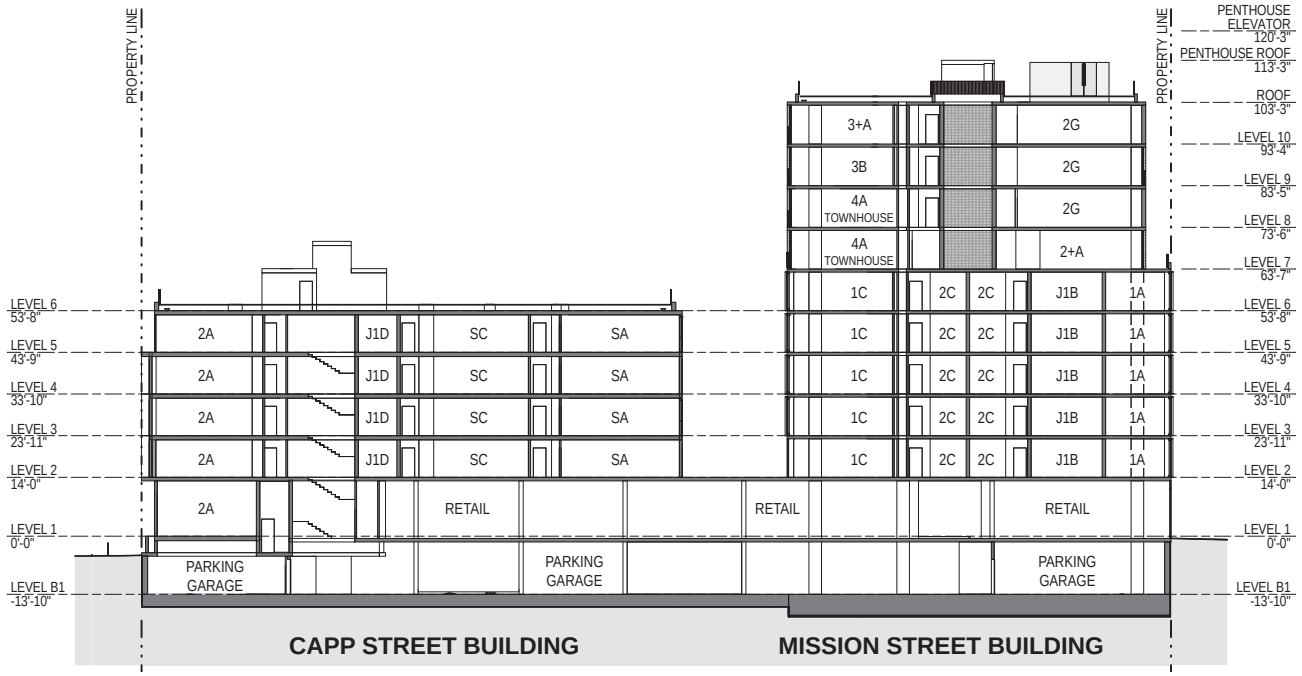
Source: Skidmore, Owings & Merrill LLP, 2014.

2 **See Figure 19 Longitudinal Section (2)**

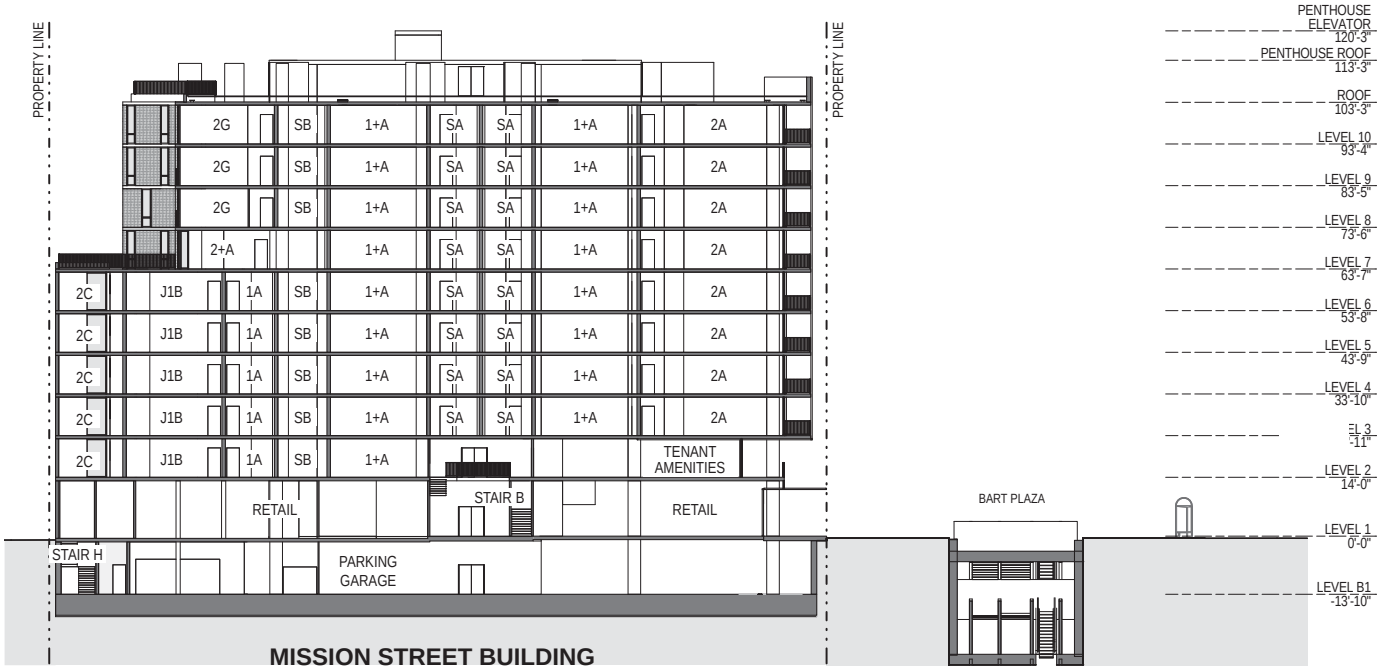
PROPOSED ELEVATION – NORTH

1979 Mission Street Project
San Francisco, California

FIGURE 18



Cross Section (1)



Longitudinal Section (2)

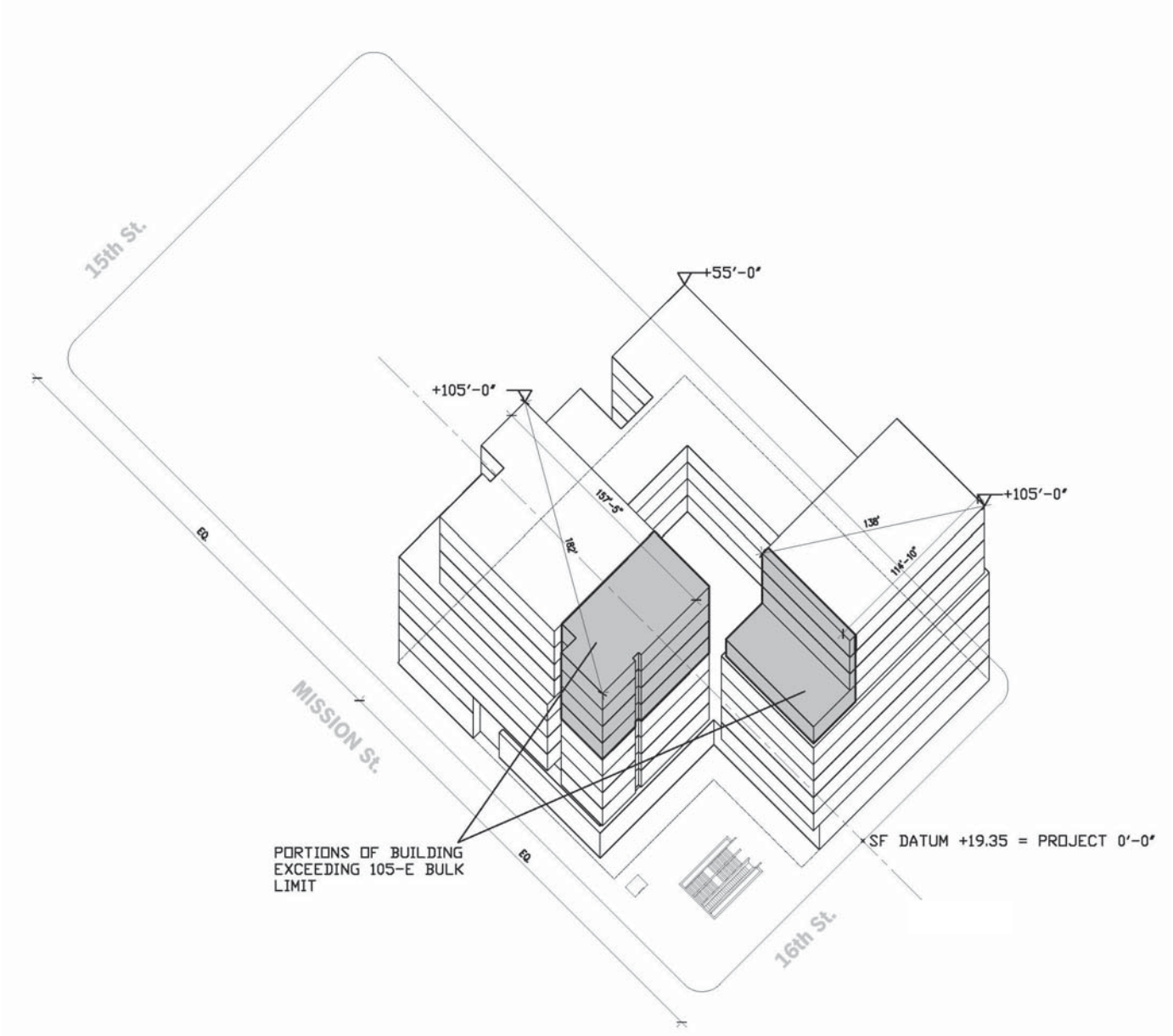
Not to Scale

Source: Skidmore, Owings & Merrill LLP, 2014.

PROPOSED SECTIONS

1979 Mission Street Project
San Francisco, California

FIGURE 19



Source: Skidmore, Owings & Merrill LLP, 2014.

PROPOSED MASSING SCHEME

1979 Mission Street Project
San Francisco, California

FIGURE 20

Source: Skidmore, Owings & Merrill LLP, 2014.

VISUAL SIMULATION
MISSION STREET
– VIEW LOOKING NORTHEAST

1979 Mission Street Project
San Francisco, California

FIGURE 21

Source: Skidmore, Owings & Merrill LLP, 2014.

VISUAL SIMULATION
16TH STREET – VIEW LOOKING EAST

1979 Mission Street Project
San Francisco, California

FIGURE 22

Source: Skidmore, Owings & Merrill LLP, 2014.

VISUAL SIMULATION
CAPP STREET – VIEW LOOKING NORTH

1979 Mission Street Project
San Francisco, California

FIGURE 23

maximum height of 55 feet; the top floor (floor 5) would be set back approximately 13 feet from the northern property line. The Capp Street component would have three residential units with entrances from the street, as well as a residential entrance/lobby for the upper floor Capp Street residential units. Building materials would be complementary among the three components, and would include cast-in-place and pre-cast concrete, glazed and unglazed brick, aluminum-framed glass windows, plaster, corrugated metal siding, metal trellis and guardrails, and glass storefronts.

Residential. The proposed project would have 331 residential units, which would include 30 micro units;[4] 84 studios; 81 one-bedroom units; 123 two-bedroom units; 12 three-bedroom units; and 1 four-bedroom unit. The residential uses would be provided primarily on floors 2 through 10, in three separate structures above the podium level, except for three ground-floor units fronting on Capp Street. The floor plans for the residential portion of the project are shown on Figures 5 through 12. Residential entrances/ lobbies to the three buildings would be located mid-building on Mission Street for the Mission Street component, at the corner of 16th and Capp streets for the 16th Street component, and toward the north end of Capp Street for the upper levels of the Capp Street component, as shown on Figure 3.

Retail. The ground floor of the proposed building would include approximately 32,676 gsf of retail use provided as multiple tenant spaces, as shown on Figure 3. Retail uses may include a pharmacy, marketplace/grocery store, and restaurants. The retail uses would front onto Mission and 16th streets, as well as the BART plaza, with multiple entrances to the retail spaces along these façades. The retail spaces would have a minimum floor-to-floor height of 14 feet.

Parking/Loading. Approximately 65,209 gsf of parking/loading/building services would be provided in the ground-floor and basement level garages, shown on Figures 3 and 4. Ingress and egress to freight loading and off-street parking would be via a single curb cut on Capp Street. Additionally, there would be an emergency generator in the basement to serve as a back-up power supply.

Parking. A total of 163 vehicle parking spaces would be provided. Of these, 162 parking spaces would be provided in the basement level as follows: 22 of these spaces would be independently accessible spaces for the retail uses; four would be car-share spaces; and 136 would be for residential uses (92 of which would be stacker spaces).[5] One ADA-accessible van parking space would be provided on the ground-floor level. The basement garage and ground-floor levels would also house approximately 162 Class I bicycle spaces—four Class I bicycle parking spaces on the ground floor would be for commercial tenants, and 158 Class I bicycle parking spaces in the basement would be for residents—in compliance with Planning Code requirements. On-street bicycle parking would include 30 Class II bicycle spaces along Mission and Capp streets, as described in detail below.

There are five 20-foot–long metered on-street parking spaces on the eastern side of Mission Street along the project frontage; three metered spaces on the northern side of 16th Street (of which two are 26-foot-long spaces with restricted loading hours) along the project frontage; and 10 to 11 unmetered spaces on the western side of Capp Street along the project frontage. The proposed streetscape improvements described below would require the removal of one curbside parking space on Mission Street and three to four curbside parking spaces on Capp Street. After construction of the proposed project, the remaining on-street parking and loading spaces along the project site would be: four 22-foot-long metered spaces

[4] A micro unit is a small studio unit that is up to 399 square feet, and would include a kitchen area, as well as living, dining, and sleeping areas in one room, plus a bathroom.

[5] Vehicle stackers or lifts allow for vehicle storage where space is limited, by providing stacked storage.

on Mission Street; three loading spaces on 16th Street; and seven parking spaces on Capp Street along the project site.

Loading: Three freight-loading spaces would be provided on the ground-floor level.

Open Space. Along the northern and eastern sides of the BART plaza, the proposed project's ground-floor storefronts would be set back 15 feet from the property line, creating publicly accessible open space adjoining the BART plaza area, as shown on Figure 14. Usable open space for building residents per Planning Code Section 736.93 would be provided through a combination of private and common open spaces, including balconies, roof terraces, and a portion of the interior podium courtyard, as shown on Figure 13. The common open space would provide venues for the residents to have private events and gatherings. The proposed project would exceed the Planning Code requirement of 25,949 square feet of common usable open space by providing approximately 28,741 square feet in common roof decks, and a designated portion of the interior courtyard open space. In addition, 9,175 square feet of private balconies, terraces, and patios would be provided for 29 units.

Streetscape Improvements. A new 20-foot curb cut on Capp Street would be constructed to allow access to the project's garage. In addition to the open-space improvements described above, the project would include the following street improvements shown on Figure 14, in lieu of a portion of the Eastern Neighborhoods impact fee: a raised crosswalk across Capp Street at Adair Street; widening of the existing 9-foot Capp Street sidewalk to 12 feet on the western side of Capp Street between 16th and 15th streets; landscaping; and the addition of bulb-outs at the northwest corner of 16th Street/Capp Street and the western side of the Adair Street/Capp Street intersection, to calm traffic and improve pedestrian safety. A bioswale[6] feature for stormwater infiltration may be installed along the widened sidewalk areas along Capp Street immediately adjacent to the ground-floor residential units. Additional improvements along Mission, 16th, and Capp streets would include planted tree wells, special paving, and bicycle parking corrals,[7] providing 30 Class II bicycle spaces. The Sponsor would apply to the San Francisco Municipal Transportation Agency (SFMTA) to have the two bicycle corrals installed within the public right-of-way on the street, as shown on Figure 14, and would fund their installation. There would be one bicycle parking corral for 16 bicycles on Mission Street, and one bicycle parking corral for 14 bicycles on Capp Street. Overall, these improvements would require the removal of one curbside parking space on Mission Street, and three to four curbside parking spaces on Capp Street, resulting in the removal of up to five parking spaces.

Construction

Construction is anticipated to occur over 21 months, with five phases: (1) demolition; (2) excavation, shoring, and underpinning; (3) concrete work for the foundation and podium; (4) superstructure/exterior skin; and (5) interior work. Construction hours would typically be from 7:00 a.m. to 4:00 p.m., Monday through Friday. Limited evening work (4:00 p.m. to 8:00 p.m.) and work on weekends (8:00 a.m. to 4:00 p.m.) would be required for Phases 3, 4, and 5.

The site would be excavated up to approximately 22 feet below grade. Approximately 34,523 cubic yards of soil would be excavated at the site; except for a small amount under the vehicle ramp, all the excavated soil would be removed from the site and disposed of at an appropriate facility, depending on soil quality.

[6] Bioswales are landscape elements consisting of soils, vegetation, and/or riprap; they are designed to remove silt and pollution from surface runoff water before it enters the storm drain.

[7] Bicycle parking corrals are on-street bicycle racks placed in the parking lane on the roadway. The two corrals proposed for this project would provide approximately 14 and 16 bicycle parking spaces, respectively.

A pre-drilled, soldier-pile-and-lagging system with internal bracing would be used for stabilizing the area of excavation adjacent to Mission Street and the BART plaza; the shoring system would be designed and installed in compliance with BART requirements, as noted below. Where the excavation abuts the existing buildings on the northern side of the project site and public right-of-ways, tiebacks would be used.[8]

The first approximately 50 feet of the project site along Mission Street would be in the BART "zone of influence" (ZOI), and thus would be subject to BART design and engineering requirements.[9,10] The portion of the foundation in the BART ZOI would be designed to avoid imposing any loads on the BART structure. The foundation would be a mat foundation with a maximum thickness of 5.5 feet. In the ZOI, the foundation would be supported by drilled piers that would transfer the building load to the dense native sand below the ZOI. Pile driving would not be used for the project.[11]

Construction activities would require temporary sidewalk and parking lane closures for the entire construction period. On the eastern side of Mission Street, the bus stop adjacent to the BART plaza would remain open, and a lighted and covered pedestrian walkway would be constructed over the adjacent sidewalk. The sidewalk north of the bus stop on Mission would be closed, and a pedestrian detour would be provided in the parking lane. On the northern side of 16th Street adjacent to the project site, the bus stop would remain open, and a lighted and covered walkway would be provided for pedestrians on the existing sidewalk. The parking lane east of the bus stop would be closed to accommodate deliveries and staging for the project. The sidewalk and parking lane adjacent to the project site on the western side of Capp Street would be closed; pedestrian traffic would be redirected to the eastern side of Capp Street.

PROJECT APPROVALS

The proposed 1979 Mission Street project would require the approvals listed below.

Actions by the Planning Commission

- Approval of an application pursuant to Section 303, Conditional Uses, and subject to the further requirements of Section 304, Planned Unit Development. The proposed project would require conditional use authorization for the following exceptions: lot size limit (Planning Code Section 121.1); use size limit (Planning Code Sections 121.2 and 121.6); rear yard size and location (Planning Code Section 134); bay window width and separation (Planning Code Section 136[c][2]; bulk limitations (Planning Code Section 270); streetscape and pedestrian improvements pursuant to the City's Better Streets Policy and Plan (Planning Code Section 138.1); and dwelling unit exposure to open space (Planning Code Section 140).

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[8] Treadwell & Rollo, 2013. Geotechnical Investigation, 1979 Mission Street. Prepared for Maximus Real Estate Partners. January 30. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[9] BART, 2012. Procedures for Permit and Plan Review. June. Available online at: bart.gov/sites/default/files/docs/Permits_and_Plan_Review_062012.pdf.

[10] BART, 2003. General Guidelines for Design and Construction over or Adjacent to BART's Subway Structures. July. Available online at: bart.gov/sites/default/files/docs/Gen_Guide_Subway_062012.pdf.

[11] Maximus – BP 1979 Mission LLC, 2014. Environmental Evaluation Application for 1979 Mission Street Project, Attachment to Application for Block 3553, Lot 052. January 14. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Actions by Other City Departments

- *Planning Department and Department of Building Inspection (DBI)* – Approval of the site permit and addenda thereto. General Plan Referral for proposed condominium map and sidewalk widening.

- *DBI* – Approval of demolition, grading, and building permits for the demolition of the existing buildings and construction of the new building. Permit for underpinning of adjacent structures.

- *SFMTA Board* – Approval of the proposed curb modifications, parking space removal, bicycle corrals in the right-of-way, and bicycle racks on sidewalks.

- *Bureau of Streets and Mapping, San Francisco Public Works (Public Works)* – Subdivision and condominium map approval and encroachment permits for sidewalk underground vaults. Street and sidewalk permits for any modifications to public streets, sidewalks, protected trees, street trees, or curb cuts.

- *San Francisco Public Utilities Commission* – Approval of any changes to sewer laterals. Approval of an erosion and sediment control plan prior to commencing construction, and compliance with post-construction stormwater design guidelines, including a stormwater control plan; required for projects that result in ground disturbance of an area greater than 5,000 square feet.

- *San Francisco Department of Public Health (DPH)* – Approval of a dust control plan.

Actions by Other Agencies

- *Bay Area Air Quality Management District (BAAQMD)* – Issuance of permits for installation and operation of the emergency generator, and certification to the DBI that all asbestos-containing building materials have been removed and properly disposed in accordance with the law prior to demolition of the existing buildings.

- *BART* – Plan review and approval of shoring and foundation within BART ZOI, and issuance of permit to work within or adjacent to right-of-way.

Evaluation of Environmental Effects

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).[12] The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project would be exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183.

[12] San Francisco Planning Department, 2008. Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed October 2, 2014, and at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2004.0160E.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation and Improvement Measures Section at the end of this checklist (starting on page 63).

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair [PDR] use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would demolish the two existing commercial buildings and a surface parking lot on the project site, and construct a five- to ten-story, 55- to 105-foot-tall, new 389,808-gsf, mixed-use residential project. The project would include 331 dwelling units and 32,676 square feet of ground-floor commercial space with a basement parking garage. As discussed below in this checklist, with the exception of wind, shadow, and geology and soils, 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 PEIR.

Aesthetics and Parking impacts for Transit Priority infill Development

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[13] Project elevations and visual simulations are included in the Project Description section, above, and an assessment of parking demand is included in the Transportation and Circulation section for informational purposes.

[13] San Francisco Planning Department, 2014. Transit-Oriented Infill Project Eligibility Checklist for 1979 Mission Street, March 21. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Topics:		Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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 Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR activities. The proposed project would not remove any existing PDR uses and is not in a zoning district that was rezoned to allow non-PDR uses as part of the Eastern Neighborhood Plans. Therefore, the proposed project would not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

Furthermore, the Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Mission Street NCT zoning district, Mission Street Formula Retail Restaurant Subdistrict, Mission Alcohol Restricted Use District, Fringe Financial Service Restricted Use District, and 105E/55X Height and Bulk District. The proposed project is consistent with the development density and land use as envisioned in the Mission Area Plan. The proposed project falls within the Mission-Valencia Corridor generalized zoning district, which encourages the development of transit-oriented ground-floor commercial uses with housing and/or small offices on upper floors. The Mission Area Plan also calls for active ground-floor uses surrounding BART plazas, and encourages reduced parking and increased density in acknowledgment of good transit service in this area. The project sponsor is seeking a bulk exception along the façades that surround the 16th Street Mission BART plaza (northeastern entry plaza). However, the project's proposed density is consistent with the Mission Area Plan's acknowledgement of the Mission Street corridor and the BART plazas as important, transit-oriented nodes where increased development is appropriate.

The proposed project would require a Conditional Use authorization from the Planning Commission pursuant to Planning Code Section 303, and is subject to further requirements pursuant to Planning Code Section 304 for Planned Unit Developments for modifications to the following: lot size limit (Planning Code Section 121.1); use size limit (Planning Code Sections 121.2 and 121.6); rear yard size and location (Planning Code Section 134); bay window width and separation (Planning Code Section 136[c][2]); bulk limitations (Planning Code Section 270); street and pedestrian improvements pursuant to the City's Better Streets Policy and Plan (Planning Code Section 138.1); and dwelling unit exposure to open space (Planning Code Section 140). These actions would not require amendments to the existing zoning, the Mission Area Plan, or the San Francisco General Plan.[14,15]

[14] Varat, Adam, 2014. San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1979 Mission Street, August 20. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[15] Joslin, Jeff, 2014. San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1979 Mission Street, September 10. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

For these reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:		*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
2.	**POPULATION AND HOUSING—Would the project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

The proposed project would remove two existing buildings, which currently provide approximately 33,102 square feet of retail space, including a Walgreens, a former Dollar Store (now vacant), a fast food restaurant, a bar, a small grocery store, and several restaurants; neither building contains any housing units. The proposed project would construct 331 dwelling units and approximately 32,676 square feet of retail space; this would result in a net increase of 331 dwelling units and approximately 291,923 square feet of residential uses, and a net decrease of approximately 426 square feet of commercial space. Based on the average household population size for the Census Tract in which the proposed project is located (Census Tract 201), and average employee per commercial square foot of use based on Planning Department guidelines, the proposed project would result in an estimated net population increase of approximately 661 persons.[16],[17] However, given the proposed decrease in commercial square footage on the site, the number of commercial/retail employees would not be anticipated to increase, and may slightly decrease compared to the number of existing employees. These direct effects of the proposed

[16] The average population per household in the project vicinity is two persons per household. U.S. Census Bureau, 2010. 2010 Census, 2010 SF1 100% Data, Profile of General Population and Housing Characteristics. Available online at: http://factfinder2.census.gov. Accessed November 5, 2014.

[17] Average number of employees per square foot of commercial space is 350. San Francisco Planning Department, 2002. Transportation Impact Analysis Guidelines for Environmental Review. October. Available online at: sf-planning.org/Modules/ShowDocument.aspx?documentid=6753.

project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and were evaluated in the Eastern Neighborhoods PEIR.

Environmental analysis under CEQA is required to focus on the direct and indirect physical changes to the environment that could reasonably result from a proposed project. Accordingly, the displacement issue addressed under CEQA, and as stated above in the CEQA checklist, refers specifically to the direct loss of housing units that would result from proposed demolition of existing housing. This is because demolition of existing housing has the potential to result in a number of direct and indirect physical changes to the environment, such as the physical impacts of construction demolition activities and the physical impacts of constructing new housing to replace the housing lost. Here, the proposed project would not remove existing housing. Therefore, there would be no direct physical displacement effects as a result of the proposed project. In addition, because the proposed project includes new market-rate housing, it must comply with the requirements of the City's Inclusionary Affordable Housing program, which would address any potential indirect effects resulting from a need to construct new affordable housing. Finally, the possibility that the proposed project would contribute to rising residential or commercial rents is speculative, and is not a physical environmental effect subject to analysis under CEQA.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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 CRHR, or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources

in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

Based on the Inner Mission North Historic Resource Survey, conducted by the Planning Department and adopted by the San Francisco Historic Preservation Commission in 2011, the existing buildings on the project site do not qualify as historic resources under CEQA.[18, 19, 20] In addition, the existing buildings are not included in a designated or potential historic district. As described in the Historical Resource Evaluation prepared for the proposed project,[21] two City landmarks are located in the project vicinity. The Victoria Theater/Brown's Opera House at 2961 16th Street is City Landmark 215, and is across 16th Street from the project site. The San Francisco Labor Temple/Redstone Building at 2924-2948 16th Street is City Landmark 238, and is across Capp Street from the project site. In addition, 16 Category A-rated historical resources are within a half-block to one-block radius of the subject property, including 2001-2017 Mission Street (located at the southeastern corner of the intersection of Mission and 16th streets), and 2973 16th Street (located on 16th Street between 2001-2017 Mission Street and the Victoria Theater), which are both across 16th Street from the project site. The City landmarks and the Category A-rated properties are considered historical resources under CEQA. The proposed project would not affect any of these historic resources because of the physical distance between the project site and these resources, and because of the presence of other intervening non-historic structures.

The Historical Resource Evaluation assessed the potential for the proposed project to affect the four historic resources that are within the direct line of sight to the project site; these resources are located directly across 16th and Capp streets from the project site. However, these historic resources are not immediately adjacent to the project site, and are separated from it by at least the width of a city street; 16th Street is a 4-lane road plus two parking lanes, and Capp Street is a 2-lane road plus two parking lanes. In addition, the Landmark properties— the Victoria Theater/Brown's Opera House and the San Francisco Labor Temple/Redstone Building—have been deemed significant for their associations with historic events, rather than their physical architectural character. Therefore, the elements of the proposed project design, including materials, ornamentation, and architectural style, would not impact the historic nature or eligibility status of these nearby resources. Although the proposed project would exceed the height, scale, and mass of these historic resources, it would incorporate varied scale and heights for each of the three project components; these varied heights and scale would be generally compatible with the adjacent historic resources. Therefore, the proposed project would not affect any of these historical resources, either directly through physical alteration or indirectly by changing the immediate neighborhood setting in such a way that it would affect the individual eligibility of these historical resources.

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[18] San Francisco Planning Department, 2011. Inner Mission North Historic Resource Survey. This document is available online at: http://www.sf-planning.org/index.aspx?page=2686 or at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case file 2011.0401U.

[19] San Francisco Historic Preservation Commission. June 1, 2011. Motion No. 0124: Adoption of Inner Mission North Historic Resource Survey. This document is available online at http://commissions.sfplanning.org/hpcmotions/M0124.pdf. Accessed November 24, 2014 or at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case file 2011.0401U.

[20] San Francisco Planning Department, 2002. Department of Parks and Recreation Primary Record for 1979 Mission Street. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[21] Left Coast Architectural History, 2014. 1979 Mission Street Historical Resource Evaluation – Part 2. November 5. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

The Planning Department Preservation staff reviewed the Historical Resource Evaluation prepared for the project, and concurs with the findings and conclusions of this report.[22] Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archaeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archaeological resources and identified three mitigation measures that would reduce these potential impacts to a less-than-significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1, Properties with Previous Studies, applies to properties for which a final archaeological research design and treatment plan (ARDTP) is on file at the Northwest Information Center (NWIC) and the Planning Department. A final archaeological research design and treatment plan has not been filed at the NWIC for the project site, and therefore this measure does not apply to the proposed project. PEIR Mitigation Measure J-2, Properties With No Previous Studies, applies to properties for which no archaeological assessment report has been prepared, or for which the archaeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archaeological resources under CEQA, and which are located outside Archeological Mitigation Zones A and B identified in the Eastern Neighborhoods PEIR. The project site is located within Archeological Mitigation Zone B; therefore, this measure would not apply to the proposed project. PEIR Mitigation Measure J-3, Mission Dolores Archeological District, applies to properties in the Mission Dolores Archaeological District and may require that an ARDTP be prepared, and that the project be subject to archaeological testing mitigation. The project site is within the Mission Dolores Archaeological District, and the project would entail soil disturbance from project excavation, and foundational support from a combination of mat slab, drilled piers, and a soldier-pile-and-lagging system to a depth of approximately 22 feet below existing grade. Therefore, Mitigation Measure J-3, which includes preparation of an ARDTP and implementation of archeological testing, would apply to the proposed project.

The project site is sensitive principally for the following archaeological resource types: prehistoric period and Hispanic Period archaeological resources. An ARDTP has been prepared for the proposed project.[23] The purpose of the ARDTP is to further identify the potential for archaeological resources to be present within the project site; to develop a scientific research context within which to evaluate expected archaeological resources, to determine their potential for listing on the CRHR; and to develop appropriate investigation and treatment protocols, such as a testing plan, monitoring program, and data recovery plan. The Planning Department has determined that the third standard archaeological mitigation measure (testing) would apply to the proposed project. The ARDTP and the third standard archaeological mitigation measure (testing) are consistent with Mitigation Measure J-3, and no additional project mitigation is required. With implementation of this mitigation measure, impacts related to archaeological resources would be less than significant.

[22] San Francisco Planning Department, 2014. Historic Resource Evaluation Response for 1979 Mission Street Project. November 14. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[23] Shew, Dana, Mary Praetzellis, and Adrian Praetzellis, 2014. 1979 Mission Street, San Francisco, Archaeological Research Design and Treatment Plan. November 2014.

In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-CP-1, Archaeological Testing, listed in the Mitigation and Improvement Measures section below (starting on page 63). With compliance with Project Mitigation Measure M-CP-1, the proposed project would not result in significant impacts related to archaeological resources that were not identified in the Eastern Neighborhoods PEIR.

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

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

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. Because the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR 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 and the cumulative impacts on transit lines could not be fully mitigated. Therefore, these impacts were found to be significant and unavoidable.

The project site is not in an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 4c is not applicable.

Trip Generation

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review*, developed by the Planning Department, as explained in the traffic impact study (TIS) prepared for the proposed project.[24,25] The proposed project would generate an estimated 14,559 person trips (inbound and outbound) on a weekday daily basis, consisting of 8,285 person trips by auto, 2,461 transit trips, 3,035 walk trips, and 778 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 528 net new vehicle trips (accounting for vehicle occupancy data for this Census Tract and trips associated with the uses currently existing on the project site).

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 level in San Francisco.

The intersections near the project site, within approximately 800 feet, include: (1) 15th Street/Mission Street; (2) 15th Street/Capp Street; (3) 16th Street/Valencia Street; (4) 16th Street/South Van Ness Avenue; (5) 16th Street/Mission Street; (6) 16th Street/Capp Street; (7) 17th Street/Mission Street; and (8) Adair Street/South Van Ness Avenue. In addition, intersection (9) Duboce Avenue/Mission Street/13th Street/ U.S. Highway 101 Off-Ramp, would provide direct freeway access to and from the site.

Table 3 provides existing, existing plus project, and cumulative LOS data gathered for these intersections.[26] Because the project site was rezoned as part of the Eastern Neighborhood Plans project, the proposed project is within the cumulative conditions assumed in the PEIR.

Taking into account the existing trips associated with existing uses at the site, the proposed project would generate an estimated approximately 528 net new p.m. peak hour vehicle trips that could travel through surrounding intersections. As described below, this amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections; would not substantially increase delay that would cause intersections currently operating at acceptable LOS (LOS D or better) to deteriorate to unacceptable LOS (LOS E or LOS F); and would not substantially increase delay at intersections currently operating at unacceptable LOS. As shown in Table 3, all but one of the study intersections in the project vicinity currently operates at acceptable LOS conditions under existing conditions. The intersection of Duboce Avenue/Mission Street/13th Street/U.S. Highway 101 Off-Ramp

[24] CHS Consulting Group, 2014. 1979 Mission Street Mixed-Use Residential Project Transportation Impact Study. December 15. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[25] San Francisco Planning Department, 2002. Transportation Impacts Analysis Guidelines for Environmental Review. October. This document is available online at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753.

[26] CHS Consulting Group, 2014. 1979 Mission Street Mixed-Use Residential Project Transportation Impact Study. December 15. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Table 3
Existing, Existing Plus Project, and Cumulative LOS of Intersections near the Project Site

Intersection	Existing LOS	Existing Plus Project LOS	Cumulative LOS (2025)
1. 15th Street/Mission Street	B	B	B
2. 15th Street/Capp Street	C	C	D
3. 16th Street/Valencia Street	B	C	C
4. 16th Street/South Van Ness Avenue	B	C	B
5. 16th Street/Mission Street	B	B	D
6. 16th Street/Capp Street	B	C	C
7. 17th Street/Mission Street	B	B	B
8. Adair Street/South Van Ness Avenue	B	B	C
9. Duboce Avenue/Mission Street/13th Street/ U.S. Highway 101 Off-Ramp	**E**	**E**	**E**

Source: CHS Consulting Group, 2014.
Notes:
BOLD indicates unacceptable LOS conditions (LOS E or F).
LOS = Level of Service

operates at unacceptable LOS E with a 71.5-second average delay. Under the existing plus project condition, all study intersections would continue to operate similarly at acceptable LOS conditions (LOS D or better) except for the Duboce Avenue/Mission Street/13th Street/U.S. Highway 101 Off-Ramp intersection, which would continue to operate at an unacceptable service level (LOS E) with a 72.2-second average delay and increase in delay of approximately 0.7 second. Similarly, under the cumulative conditions, the Duboce Avenue/Mission Street/13th Street/U.S. Highway 101 Off-Ramp intersection would continue to be the only study intersection that would operate at unacceptable LOS E conditions, and would have a slightly reduced average delay of 70.1 seconds.

Overall, the proposed project would result in minor changes to the delay per vehicle at the majority of study intersections. Because the intersection of Duboce Avenue/Mission Street/13th Street/ U.S. Highway 101 Off-Ramp would operate at an unacceptable level (LOS E) with and without the proposed project, further review was necessary to determine whether the project's contribution to this intersection's conditions would result in a significant traffic impact. Under the existing plus project condition, the proposed project would not add any vehicles to the westbound critical right movement of this intersection. The project would add eight vehicle trips to the northbound right critical movement, which would represent 4.2 percent of the p.m. peak-hour northbound right-turning volume of 189 vehicles. Under the cumulative condition, the proposed project would add eight vehicles to the northbound right-turning critical movements, which would represent 2.3 percent of the p.m. peak-hour northbound right-turning volume of 341 vehicles, and is not considered to be a substantial contribution. Generally, when project-generated volumes contribute 5 percent or more to a failing critical movement's volume, it is considered a significant contribution and therefore a significant traffic impact. The proposed project would also add 27 vehicles to the southbound left-turning critical movement, which would represent 2.5 percent of the p.m. peak-hour southbound left-turning volume of 1,087 vehicles, and is not considered to be a substantial contribution. The proposed project would not add any vehicles to the westbound through critical movement. Therefore, the proposed project's contributions to this poorly operating intersection would not be considered cumulatively considerable, and the proposed project

would result in a less-than-significant cumulative traffic impact at the intersection of Duboce Avenue/ Mission Street/13th Street/U.S. Highway 101 Off-Ramp.

The proposed project would not contribute considerably to LOS delay conditions, and its contribution of p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or of the new vehicle trips generated by Eastern Neighborhoods Plans' projects. The project would not result in significant traffic impacts under existing plus project conditions. Similarly, the proposed project would not contribute considerably to 2025 cumulative LOS delay conditions. Therefore, the proposed project would not have any significant project-level or cumulative traffic impacts.

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

Although the proposed project is not expected to cause any new significant traffic impacts, a number of measures could be implemented to further lessen the already less-than-significant effect of project-generated vehicle traffic in the project vicinity. The project sponsor has agreed to implement the following measures: Project Improvement Measure I-TR-1, Monitoring and Abatement of Queues; Project Improvement Measure I-TR-2, Active Parking Management Controls; and Project Improvement Measure I-TR-3, Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips, which would require the owner/operator of the parking facility to actively monitor vehicle queues along Capp Street and employ methods as needed to abate queues; reduce single-occupancy driving to/from the project site; and promote car-sharing and the use of nearby transit, bicycle, and pedestrian facilities to access the project site. The full text of these measures is listed in the Mitigation and Improvement Measures section below (starting on page 63). These improvement measures would further reduce the less-than-significant traffic impacts of the project.

Transit

The project site is within a quarter mile of several local transit lines, including Muni lines 12, 14, 14L, 22, 33, and 49. The proposed project would be expected to generate 2,461 daily transit trips, including 335 during the p.m. peak hour. Given the availability of multiple transit options immediately adjacent to the project site, the addition of 335 p.m. peak-hour transit trips would be accommodated by existing capacity. Therefore, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs that could result in significant adverse impacts in transit service.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is within a quarter-mile of Muni lines 22 Fillmore, 33 Stanyan, and 49 Van Ness-Mission. Mitigation measures proposed to address these transit impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information, and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods. Implementation of the above measures is contingent upon the identification of additional funding sources, and is the responsibility of the relevant City agencies. 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 PEIR Certification and project approval. Additionally, since the PEIR certification, the SFMTA has continued to address transit service throughout the City, including for the Eastern Neighborhoods. In particular, with approval of the San Francisco Transportation and Road Improvement Bond – Proposition A in 2014, the Muni Forward improvements (which include projects formerly called the Transit Effectiveness Project [TEP]) will be

made in the immediate project vicinity. Service improvements for the 14 Mission, 14L Mission Limited, 22 Fillmore, 33 Stanyan, and 49L Van Ness-Mission routes have been approved and will be implemented in the next year or so. In addition, travel time reduction proposals to improve transit reliability for both the Mission and 16 street corridors will be implemented within the next 5 years.

The proposed project would not contribute considerably to the conditions identified in the Eastern Neighborhoods PEIR, because its relatively minor contribution of 335 p.m. peak-hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project also would not contribute considerably to 2025 cumulative transit conditions, and therefore would not result in any significant cumulative transit impacts.

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

Pedestrians

The proposed project would generate 697 pedestrian trips (335 transit and 362 walk) during a typical weekday p.m. peak hour. The majority of these pedestrian trips would be generated by the residential and restaurants uses. The proposed project would include multiple pedestrian entrances to accommodate residents, employees, patrons, and other visitors.

The new pedestrian trips generated by the proposed project could be accommodated on the existing sidewalks and crosswalks adjacent to the project site. Proposed streetscape changes to sidewalk areas would continue to provide adequate capacity for pedestrians walking adjacent to the project site and to/from nearby transit facilities or to adjacent buildings and streets.

The proposed project includes pedestrian improvements that comply with Planning Code sections to implement the City's Better Streets Policy and Plan, which would enhance pedestrian safety and comfort along Mission, 16th, and Capp streets. Along Capp Street, the safety of students traveling to and from Marshall Elementary School would be enhanced by project features, which include a wider sidewalk on the western side of Capp Street, new high-visibility crosswalks for pedestrian access crossing Capp Street at Adair Street, and new bulb-outs along the western side of Capp Street at 16th Street, and at Capp Street and Adair Street. A speed table (high-visibility, tabletop-style raised intersection) would be installed at the intersection of Capp and Adair streets. The entire intersection would be at the same height as the Capp Street sidewalks, and would slow traffic along Capp Street, and improve pedestrian visibility and safety while crossing Capp Street.

The proposed project would include one driveway access point along the western side of Capp Street to access the parking garage. Vehicle flow in and out of the garage would be managed via traffic controls and audible/visual notification that would be situated at the parking garage entrance to alert pedestrians of exiting vehicles. The proposed mid-block bulb-out along the western side of Capp Street would remove one on-street parking space, and no parking would be permitted adjacent to the north of the parking garage driveway, which would allow for adequate sight distances for vehicles entering/exiting the parking garage to observe any crossing pedestrians.

The proposed project would not result in overcrowding on public sidewalks, interfere with pedestrian circulation to nearby areas and buildings, or create potentially hazardous conditions for pedestrians. Therefore, pedestrian impacts resulting from the project would be less than significant. In addition, Project Improvement Measures I-TR-1 and I-TR-2, described above, would be implemented to reduce potential conflicts between vehicles entering the parking garage, and pedestrians and other users. The project

sponsor has agreed to implement Project Improvement Measure I-TR-4, Installation of Traffic Calming Devices at Basement Garage Exiting Lane, which requires the project sponsor to install appropriate traffic calming devices (e.g., speed bump, rumble strips, "slow speed" signage, etc.) at the exiting travel lane along the garage driveway to reduce speeds of existing vehicles traveling out of the parking garage, and to further reduce potential vehicle-pedestrian conflicts. The project sponsor has also agreed to implement Project Improvement Measure I-TR-5: Coordination of Move-in/Move-Out Operations and Large Deliveries, to enforce appropriate loading procedures to avoid any blockages along Capp Street during loading activities, and reduce any potential conflicts between freight/delivery operators, movers, and pedestrians walking along Capp Street. These measures, listed in the Mitigation and Improvement Measures section below (starting on page 63), would further reduce less-than-significant pedestrian-related impacts.

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

The proposed project meets each of the above three criteria; therefore, this determination does not consider the adequacy of parking in determining the significance of project parking impacts under CEQA.[27] The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand discussion is provided for informational purposes only.

The parking demand for the new residential and retail uses associated with the proposed project was determined based on the methodology presented in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review*.[28] Throughout the course of an average weekday, the demand for parking would be for 761 parking spaces. The proposed project would provide 158 off-street spaces, excluding the four car-share spaces and the one ADA-accessible van parking space. Thus, as proposed, the project would have an unmet parking demand of an estimated 603 parking spaces per day. The number of off-street parking spaces proposed by the project would be less than the calculated parking demand anticipated for the project. However, the project site is well served by public transit, including Muni, BART, and pedestrian and bicycle facilities. Although parking in the project vicinity may be more challenging with construction of the proposed project, the proposed project is removing a minimal amount of on-street parking (up to five on-street spaces), and would provide streetscape improvements to improve pedestrian conditions along Capp Street. Unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity in such a way that hazardous conditions or significant delays to alternate travel modes would be created.

[27] San Francisco Planning Department, 2014. Transit-Oriented Infill Project Eligibility Checklist for 1979 Mission Street, March 21. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[28] San Francisco Planning Department, 2002. Transportation Impacts Analysis Guidelines for Environmental Review. October. This document is available online at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753.

Furthermore, the project site is in the Mission Street NCT zoning district, where, under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. It should be noted that the Planning Commission has the discretion to adjust the number of onsite 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 parking demand of 761 spaces. Given that the proposed project site is well-served by transit, bicycle, and pedestrian 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.

Demand and competition for on-street and off-street parking is likely to increase over time, due to the land use development and increased density anticipated along the Mission Street corridor—particularly for the segment between 13th and Cesar Chavez streets, as well as along 16th Street east of Mission Street. Additionally, implementation of the City's *Transit First* Policy, Better Streets Policy and Plan, and related projects, which promote alternate modes of travel and sustainable street designs, or altered to accommodate other types of parking (commercial or passenger loading/unloading), May cause on-street parking to be further removed, especially along commercial corridors. Furthermore, on-street parking removal for projects such as the Muni Forward improvements for the Mission Street and 16th Street transit corridors—in combination with future cumulative growth and potential cumulative parking loss from reasonably foreseeable land use development as well as infrastructure —may result in increased levels of traffic circling looking for parking; increased instances of double parking and parking on the sidewalk or in the driveways; or longer and more persistent queues to enter off-street parking facilities. This could create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. The potential for such conditions to be realized is unknown, because a shortage of parking supply could also cause some residents and commuters to alter their mode of travel or travel behavior from single-occupancy vehicles to alternate modes such as transit, walking, or bicycling. Because there are numerous alternatives to travel by private passenger vehicle for project residents and visitors, there is no evidence that the proposed project would result in indirect significant impacts associated with parking demand.

Parking conditions are not static, because 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. 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 automobile travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous 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 due to others who are aware of constrained parking conditions in a given area, and therefore 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.

Loading

The proposed project would provide three off-street loading spaces that would be located on the ground floor of the parking garage. Access to these spaces would be provided at the parking garage driveway along the western side of Capp Street. These off-street loading spaces would be designated for freight/ delivery activities for residential and retail uses, and would also be used for garbage pick-up activities and residential move-in/move-out activities.

The proposed project would comply with the minimum off-street loading space requirements per the Planning Code, and will meet the proposed project's freight-loading demand. The provision of on-street loading spaces along public roadways would be subject to approval by the SFMTA. In addition, the loading spaces in the parking garage would provide adequate capacity for access and maneuvering of vehicles associated with deliveries and garbage operations, and would be designed to avoid significant conflicts with other moving and/or parked vehicles, and to reduce conflicts between delivery/garbage trucks and other vehicles attempting to enter or exit the garage. The proposed project's loading activities would not create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles, or pedestrians, and the proposed project would have a less-than-significant loading impact. The project sponsor has agreed to implement Project Improvement Measure I-TR-5, Coordination of Move-in/ Move-Out Operations, Large Deliveries, and Garbage Pick-Up Operations, which requires the project sponsor to enforce restrictions on garbage pick-up activities, and to assure that such activities do not coincide with weekday peak commute periods or during periods of student drop-off/pick-up activities at Marshall Elementary School (see Mitigation and Improvement Measures section below [starting on page 63]). This measure would further reduce less-than-significant loading-related impacts.

Construction

During the anticipated 21-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed development. In addition, parking lanes along 16th, Mission, and Capp streets would be restricted, and several sidewalk sections may be closed; however, no Muni bus stops would be relocated, no vehicle travel lanes would be closed, and vehicular access would be maintained at all times. Lane and sidewalk closures are subject to review by the Transportation Advisory Staff Committee, an interdepartmental committee that includes the Police, Public Works, Planning, and Fire Departments, and SFMTA Muni Operations.

Construction-related transportation impacts would be temporary, and limited in duration. Therefore, the proposed project would result in less-than-significant construction-related transportation impacts. The project sponsor has agreed to implement Project Improvement Measure I-TR-6, Construction Truck

Deliveries During Off-Peak Periods, and Project Improvement Measure I-TR-7, Construction Management Plan, listed in the Mitigation and Improvement Measures section below (starting on page 63). These measures would further minimize disruption of the traffic flow on adjacent streets during the peak commute periods; require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion; minimize construction impacts on nearby businesses; and minimize traffic and parking demand associated with construction workers, thereby further reducing the less-than-significant construction-related impacts.

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

The Eastern Neighborhoods PEIR 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 PEIR noted that implementation of the Eastern Neighborhoods Area Plans and Rezoning would incrementally increase traffic-generated noise on some streets in the Eastern Neighborhoods plan areas, and result in construction noise impacts from pile-driving and other construction activities. The Eastern Neighborhoods PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

The noise study prepared for the proposed project identifies potential noise impacts that may be generated by the proposed project, and identifies design elements and attenuation measures to comply with the six noise mitigation measures listed in the Eastern Neighborhoods PEIR.[29] Eastern Neighborhoods PEIR

[29] SMW (Shen Milsom Wilke), 2014. Environmental Noise Report for 1979 Mission Street Mixed Use Development San Francisco, California. December 22. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1, Construction Noise, addresses individual projects that include pile driving, and Mitigation Measure F-2, Construction Noise, addresses individual projects that include particularly noisy construction procedures (including pile driving). PEIR Mitigation Measure F-1 does not apply to the proposed project, because the proposed project would not involve pile-driving.[30,31] However, the project would involve other noisy construction activities—specifically, use of backhoe, jackhammers, loader, excavator, chipping hammer, and roller during the demolition/excavation phases; and use of chipping hammers, concrete trucks, and concrete pumps during the shoring/foundation/exterior framing/superstructure phases. As described in the construction noise assessment prepared for the proposed project, construction noise may exceed the San Francisco Noise Ordinance by emitting noise at a level in excess of 80 A-weighted decibels (dBA) when measured at a distance of 100 feet from such equipment. Therefore, Eastern Neighborhoods PEIR Mitigation Measure F-2 applies to the project, and—together with additional noise attenuation measures described in the noise study—has been identified in the Mitigation and Improvement Measures section below (starting on page 63) as Project Mitigation Measure NO-1. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-NO-1. Compliance with this mitigation measure would result in less-than-significant construction noise impacts. As described in the noise study, this measure includes monitoring the effectiveness of noise attenuation measures by taking noise measurements during construction of the project to ensure that construction noise does not exceed the requirements of the Noise Ordinance.

In addition, all construction activities for the proposed project (approximately 21 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 Public Works 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 p.m. and 7:00 a.m., unless the Director of Public Works 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 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 21 months, occupants of the nearby properties could be disturbed by construction noise. There may be times when project construction noise could interfere with indoor activities in nearby sensitive receptors such as residences and the adjacent school near the project site, and may be considered an annoyance by occupants of nearby properties. In addition, limited evening work (4:00 p.m. to 8:00 p.m.) and work on weekends (8:00 a.m. to 4:00 p.m.) would be required for Phases 3, 4, and 5. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, due to the contractor being required to comply with the Noise Ordinance and all applicable PEIR mitigation measures—including Mitigation Measure F-2—by incorporating all feasible noise attenuation measures as determined by DBI.

[30] Treadwell & Rollo, 2013. Geotechnical Investigation, 1979 Mission Street. Prepared for Maximus Real Estate Partners. January 30. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[31] Maximus – BP 1979 Mission LLC, 2014. Environmental Evaluation Application for 1979 Mission Street Project, Attachment to Application for Block 3553, Lot 052. January 14. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Eastern Neighborhoods PEIR Mitigation Measure F-3, Interior Noise Levels, and Mitigation Measure F-4, Siting of Noise-Sensitive Uses, require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses along streets with noise levels above 60 dBA (day-night average noise level [L_{dn}]). The proposed new residential uses are considered noise-sensitive uses. As described in the noise study, the project site is in an area subject to noise levels between 54 and 82 dBA.[32] Primary noise sources include vehicle traffic, Muni buses, BART pedestrian traffic, the Marshall Elementary School playground, and activities associated with nearby local retailers, restaurants, and entertainment venues. PEIR Mitigation Measure F-3 would apply to the project. This is identified as Project Mitigation Measure M-NO-2 in the Mitigation and Improvement Measures section below (starting on page 63). In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-NO-2.

In addition, PEIR Mitigation Measure F-4, which addresses potential conflicts between new sensitive receptors and existing noise-generating uses, requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses that are within 900 feet of and have a direct line of sight 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. The noise study prepared for the proposed project, and in compliance with these requirements, demonstrated that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24. Mitigation Measure F-4 is identified as Project Mitigation Measure M-NO-3 in the Mitigation and Improvement Measures section below (starting on page 63). In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-NO-3. As described in the noise study, finalized design recommendations for achieving interior noise level requirements will be provided during subsequent stages in the design process.

Eastern Neighborhoods PEIR Mitigation Measure F-5, Siting of Noise-Generating Uses, 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 project site vicinity. The San Francisco Noise Ordinance limits the noise increases due to installation of fixed sources, such as mechanical equipment, to a maximum of 5 dBA above ambient levels in this area of the City. Noise-generating uses associated with the proposed project would include the back-up emergency generator and other mechanical equipment; and deliveries for the commercial uses, and other activities in the parking garage. As described in the noise study, project operations would not be anticipated to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity.[33] Mitigation Measure F-5 is identified as Project Mitigation Measure M-NO-4 in the Mitigation and Improvement Measures section below (starting on page 63). In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-NO-4.

Mitigation Measure F-6, Open Space in Noisy Environments, addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise-sensitive uses. The proposed project would include approximately 28,741 square feet of common open space for the occupants, provided on the Level 2 interior courtyard and in three roof decks. In addition, private balconies, terraces, and patios would be provided for 29 of the residential units. As described above, the project site is in an area where traffic-related noise levels generally exceed 60 dBA (L_{dn}), which is the normally acceptable threshold for new residential development. The roof decks would generally be

[32] SMW (Shen Milsom Wilke), 2014. Environmental Noise Report for 1979 Mission Street Mixed Use Development San Francisco, California. December 22. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

[33] Ibid.

approximately 55 to 105 feet from the primary noise sources, and shielded by the proposed building in such a way that the decks would be protected from noise to the maximum feasible extent, thereby reducing the impact of traffic noise levels on the project's open space areas. Mitigation Measure F-6 is identified as Project Mitigation Measure M-NO-5 in the Mitigation and Improvement Measures section below (starting on page 63). In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-NO-5.

The project site is not in an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, topics 12e and f from the CEQA Guidelines, Appendix G, listed above as CPE Checklist 5e and f, are not applicable to the proposed project.

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

Topics:		*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
6.	**AIR QUALITY—Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[34] as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels. All other air quality impacts were found to be less than significant.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1, Construction Air Quality, requires individual projects involving construction activities to include dust control measures, and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The

[34] The Bay Area Air Quality Management District (BAAQMD) defines sensitive receptors as: children, adults, or seniors occupying or residing in 1) residential dwellings, including apartments, houses, condominiums; 2) schools, colleges, and universities; 3) daycares; 4) hospitals; and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx.

San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

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 of Public Health. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than 7 days), greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10-millimeter (0.01-inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects located on sites over one half-acre in area, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the DPH. 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.

The site-specific Dust Control Plan would require the project sponsor to submit 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 secure with a tarpaulin; enforce a 15-mile-per-hour speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and use 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 Dust Control Plan would consider proximity of the project site to the adjacent school.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance to submit a Dust Control Plan for review and approval prior to construction would ensure that project construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR

Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1, Construction Air Quality, that addresses dust control is not applicable to the proposed project.

Health Risk

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, PEIR Mitigation Measure G-2, Air Quality for Sensitive Land Uses, addresses the siting of sensitive land uses near sources of TACs, and PEIR Mitigation Measure G-3, Siting of Uses that Emit DPM, and Mitigation Measure G-4, Siting of Uses that Emit Other TACs, address proposed uses that would emit DPM and other TACs.

Subsequent to certification of the PEIR, San Francisco (in partnership with the BAAQMD) inventoried and assessed air pollution and exposures from mobile, stationary, and area sources in San Francisco, and identified portions of the City in which there are additional health risks for affected populations due to increased exposure to air pollutants ("Air Pollutant Exposure Zone"). The Air Pollutant Exposure Zone was identified based on two health based criteria:

1. Areas where the excess cancer risk from all sources is greater than 100; or
2. Areas where concentrations of particulate matter less than or equal to 2.5 microns in diameter, from all sources (including ambient concentrations), are greater than 10 micrograms per cubic meter.

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 the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project. However, Project Improvement Measure I-AQ-1 in the Mitigation and Improvement Measures section below (starting on page 63) would minimize construction emissions and further lessen the less-than-significant air quality impact of the proposed project. The project sponsor has agreed to implement this measure.

The proposed project would include development of residential uses that are considered a sensitive land use for purposes of air quality evaluation. As discussed above, 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 at this location, and Eastern Neighborhoods PEIR Mitigation Measure G-2, Air Quality for Sensitive Land Uses, is not applicable to the proposed project.

The proposed project would include a 350-kilowatt backup generator, which may expose sensitive receptors, including adjacent residential dwellings and schools within the project vicinity, to TAC emissions and potential associated health impacts. However, backup generators are regulated by the BAAQMD through their New Source Review (Regulation 2, Rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate the emergency backup generator from the BAAQMD. As part of the permitting process, the BAAQMD would limit the excess cancer risk from any facility to no more than ten per one million population, and would require any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics. Compliance with the BAAQMD permitting process would ensure that project-generated TAC emissions would not expose sensitive receptors to substantial air pollutant concentrations, and that impacts related to TAC emissions would be less than significant. Therefore, the project would not emit substantial levels of DPM or other TACs, and Eastern Neighborhoods PEIR Mitigation Measure G-3, Siting of Uses that Emit DPM, and Mitigation Measure G-4, Siting of Uses that Emit Other TACs, are not applicable.

Criteria Air Pollutants

Although the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."[35] The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria[36] for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed BAAQMD significance thresholds.

The project meets the BAAQMD screening level for operational criteria air pollutant emissions, but does not meet the screening level for construction criteria air pollutant emissions. Therefore, a detailed air quality assessment was performed to estimate the construction criteria pollutant emissions.[37] As shown in Table 4, the assessment indicated that the construction emissions would not exceed BAAQMD construction criteria pollutant significance thresholds. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Table 4
Anticipated Project Construction Emissions

	ROG	NO_X	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Total Emissions (tons)	3.48	5.29	0.24	0.23
Average Daily Emissions (lbs/day)	15.1	22.9	1.1	1.0
BAAQMD Significance Threshold (lbs/day)	54	54	82	54
Exceeds BAAQMD thresholds?	No	No	No	No

Source: URS Corporation, 2014.

Notes:

lbs/day = pounds per day
NO_X = oxides of nitrogen
PM_{10} = particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter
ROG =reactive organic gases

[35] San Francisco Planning Department, 2008. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003, accessed June 4, 2014, and at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2004.0160E.

[36] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 through 3-3. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx.

[37] URS Corporation, 2014. Technical Memorandum Regarding 1979 Mission Street CalEEMod Construction Emissions. August 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3, and 4.5 metric tons of CO2e38 per service population,39 respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective, because San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill (AB) 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.40 Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations; and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

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

[38] CO_2e, defined as equivalent carbon dioxide, is a quantity that describes other greenhouse gases in terms of the amount of carbon dioxide that would have an equal global warming potential.

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

[40] San Francisco Planning Department, 2014. Compliance Checklist Greenhouse Gas Analysis and Cover Memorandum. November 17, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

Topics:		Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
8.	**WIND AND SHADOW—Would the project:**				
a)	Alter wind in a manner that substantially affects public areas?	☒	☒	☐	☐
b)	Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☒	☐	☐

Wind

The proposed project has the potential to result in a significant wind impact. Accordingly, this topic will be further analyzed and included in the EIR prepared for this project.

Shadow

The proposed project has the potential to result in a significant shadow impact. Accordingly, this topic will be further analyzed and included in the EIR prepared for this project.

Topics:		Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
9.	**RECREATION—Would the project:**				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c)	Physically degrade existing recreational resources?	☐	☐	☐	☒

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

Because the proposed project would not degrade recreational facilities and is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☒

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

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Because the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans and no habitat currently exists on the project site, there would be no additional impacts on biological resources beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☒	☒	☐	☐
ii) Strong seismic ground shaking?	☒	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☒	☐	☐
iv) Landslides?	☒	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☒	☐	☐
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 proposed project has the potential to result in a significant geology and soils impact. Accordingly, this topic will be further analyzed and included in the EIR prepared for this project.

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

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

The project site is occupied by two existing buildings and a surface parking lot, and is completely covered by impervious surfaces. A geotechnical investigation was prepared for the proposed project.[41] Test borings from the Walgreens parking lot indicate that the site is underlain by 2 to 4 feet of sandy fill that contains debris, including bricks and wood. Below the fill to a depth of about 33 feet below the ground surface are

[41] Treadwell & Rollo, 2013. Geotechnical Investigation, 1979 Mission Street. Prepared for Maximus Real Estate Partners. January 30. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

interbedded layers of alluvial deposits, consisting of loose to dense sand, stiff silt, and medium-stiff to stiff clay. Below a depth of about 33 feet, very dense sand is present. Expected groundwater depth at the project site would range from approximately 8 to 10 feet below the ground surface, depending on the time of year. Therefore, dewatering during construction and operations would be required.

Two historic creeks, Arroyo Dolores and Old Arroyo Dolores, were once present approximately one block south and two and a half blocks north of the project site; however, neither of these creeks extended within the immediate vicinity of the site.[42]

The proposed project would slightly decrease the amount of impervious surface by providing landscaping and rainwater retention and filtration facilities in an interior courtyard, as well as on the building roofs. The project's streetscape improvements would also contain specific design elements (i.e., "stormwater infiltration planters") along Capp Street for the purpose of retaining and filtering runoff as required by the Stormwater Management Ordinance. Overall, runoff and drainage would not be substantially changed from existing conditions following construction of the proposed project. As a result, the proposed project would not increase stormwater runoff.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

[42] Ramirez-Herrera, M.T., J.M. Sowers, and C.M. Richard, 2006. *Creek & Watershed Map of San Francisco*: Oakland Museum of California, Oakland, CA, 1:25,800 scale. Available online at: http://www.museumca.org/creeks/1640-RescMission.html. Accessed November 12, 2014.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	☐	☐	☐	☒

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury, and determined that that PEIR Mitigation Measure L-1, Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of two existing buildings, PEIR Mitigation Measure L-1 would apply to the proposed project, and has been identified as Project Mitigation Measure M-HZ-1. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-HZ-1, Hazardous Building Materials, listed in the Mitigation and Improvement Measures section below (starting on page 63).

Soil and Groundwater Contamination

The proposed project would entail excavation of the site up to approximately 22 feet below grade. Because the project site is in the Expanded Maher Area, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the DPH.[43] The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

[43] San Francisco Planning Department, 2014. Expanded Maher Area Map. September. Available online at: http://www.sf-planning.org/index.aspx?page=2426.

A Phase I ESA was prepared for the project site; it described the historic uses on the site, the potential for site contamination, and the level of exposure risk associated with the project.[44] The project site was developed in 1889 with commercial uses, including factories for candy, gloves, and carriages; from approximately the 1940s to the 1960s, a dry cleaner was located on the site. There is approximately 10 feet of artificial fill at the project site.

The project sponsor is required to submit a complete Maher Site Mitigation Plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. The SMP would include a description of and design drawings for measures; address procedures to mitigate or remove contaminated soils, soil vapor, and groundwater as needed; environmental contingency procedures; post-excavation confirmation sampling; and a certified final project report. The SMP would also include or reference construction-related documents such as an environmental health and safety plan, dust, stormwater, odor, and noise controls.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH; a Phase I ESA has been prepared to assess the potential for site contamination; subsurface and soil investigations have been performed; and a Soil Mitigation Plan has been submitted to DPH. A work plan addendum for soil and soil vapor sampling is required to be submitted to DPH; a complete Maher SMP (described above) is required to be submitted at least a month prior to beginning construction activities; and a Health and Safety Plan and Dust Control Plan is required to be submitted at least 2 weeks prior to beginning construction activities.

The proposed project would be required to remediate the potential soil and groundwater contamination described above, in accordance with Article 22A of the Health Code. In addition, the proposed project would require dewatering, and would be required to apply for a Batch Wastewater Discharge Permit in compliance with all applicable regulations. Therefore, due to the above-cited regulatory requirements, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
16. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR 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

[44] Professional Service Industries, Inc., 2013. Report of Phase I Environmental Site Assessment Commercial Property 1979 & 1985 Mission Street and 2950, 2960, 2970, & 2978 16th Street, San Francisco, California 94103. January 11. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1543E.

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 include any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR 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 PEIR.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Plan Area; therefore, the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources, because none exist in the Plan Area.

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

Mitigation and Improvement Measures

Mitigation Measures

Project Mitigation Measure M-CP-1: Archaeological Testing

Based on a reasonable presumption that archaeological resources may be present in the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archaeological consultants on the QACL. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program, if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure, and with the requirements of the project ARDTP,[45] at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirement of the project ARDTP and of this archaeological mitigation measure, the requirements of this archaeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).

Consultation with Descendant Communities: On discovery of an archaeological site[46] associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative[47] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations of the site, and to consult with ERO regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site. A copy of the Final Archaeological Resources Report (FARR) shall be provided to the representative of the descendant group.

Archaeological Testing Program. The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the

[45] Shew, Dana, Mary Praetzellis, and Adrian Praetzellis, 2014. *1979 Mission Street San Francisco Archaeological Research Design and Treatment Plan*. November.

[46] The term "archaeological site" is intended here to minimally include any archaeological deposit, feature, burial, or evidence of burial.

[47] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources, and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine whether additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. No archaeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archaeologist. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, then at the discretion of the project sponsor either:

a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or

b. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance, and that interpretive use of the resource is feasible.

Archaeological Monitoring Program. If the ERO, in consultation with the archaeological consultant, determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the Archaeological Monitoring Plan reasonably prior to the commencement of any project-related soils-disturbing activities. The ERO, in consultation with the archaeological consultant, shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities—such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc.—shall require archaeological monitoring, because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;

- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;

- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ ecofactual material, as warranted for analysis;

- If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile-driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply

with applicable state and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco, and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The archaeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Project Mitigation Measure M-NO-1: Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)

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 DBI 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;
- Use 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 that house 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, complaint procedures, and who to notify in the event of a problem, with telephone numbers listed.

In addition, the following recommendations from the noise study prepared for the proposed project shall be implemented, as feasible:

- Construct walled enclosures around all stationary equipment, such as the diesel compressor, the generator, and the concrete pumps.
- Turn off dump trucks, concrete trucks, and delivery trucks in holding areas as much as possible.
- Consider using jackhammers and chipping hammers fitted with mufflers, or use a jacket around the equipment assembled of several layers of a mass vinyl barrier, such as the Kinetics KNM-100, secured with Velcro straps.
- Schedule superstructure and interior work to occur after the exterior façade has been erected as much as possible, especially the northern and western facades. The idea would be to use the exterior façade of the 1979 Mission Street buildings as a barrier to block noise to the neighboring receivers as much as possible.
- Use all "quiet" options and mufflers on all engines as provided by the equipment manufacturer as much as possible.
- Limit the use of tonal noise generators as much as possible. Tonal noise generators would include elements such as crane warning horns, manlift alarms, or backup signals.
- Notify the occupants of nearby residential buildings about construction schedules.
- Specify maximum noise emission sound pressure levels of the construction equipment. Have the contractor submit test data (manufacturer-provided or field-tested) for the pieces of equipment planned for use in the project.

Project Mitigation Measure M-NO-2: Interior Noise Levels (Mitigation Measure F-3 of the Eastern Neighborhoods PEIR)

For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in PEIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

Project Mitigation Measure M-NO-3: Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site,; and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Mitigation Measure M-NO-4: Siting of Noise-Generating Uses (Mitigation Measure F-5 of the Eastern Neighborhoods PEIR)

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site; and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 2909l, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

Project Mitigation Measure M-NO-5: Open Space in Noisy Environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR)

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 onsite 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; implementation would also be undertaken consistent with other principles of urban design.

Project Mitigation Measure M-HZ-1: Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR)

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

Project Improvement Measure I-TR-1: Monitoring and Abatement of Queues

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Capp Street, adjacent to the project site. A vehicle queue is defined as one or more vehicles (destined to the proposed basement parking garage) blocking any portion of the Capp Street sidewalk or travel lane on any adjacent street (16th, Mission, and Capp streets) for a consecutive period of 3 minutes or longer on a daily and/or weekly basis.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the Planning Department to address the monitoring and abatement of queues.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to 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 public street, alley, or sidewalk for a consecutive period of 3 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. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of offsite parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department 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 7 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.

Improvement Measure I-TR-2: Active Parking Management Controls

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to enforce active parking management controls at the off-street parking garage.

Active parking management controls shall be established for both residences and retail users of the project parking garage. Key fobs or similar electronic devices shall be assigned and given to each resident who owns/leases a parking space in the parking garage. Residents will use the key fob (or similar electronic device) to access the parking garage. Non-residents will be required to obtain a ticket (e.g., paper card with magnetic strip) that will register the time of vehicle entry. Because there are 22 spaces in the garage dedicated for retail use, the ticketing machine shall issue up to 22 tickets. When the last ticket has been distributed, no additional tickets would be issued from the machine, and an illuminated "Garage Full" sign at the entrance of the garage shall be emplaced to inform non-residents seeking parking in the garage that all retail parking spaces are fully occupied. As vehicles using the retail parking spaces exit the garage, the "Garage Full" sign will be automatically turn off. The sign would provide advanced notification to non-resident drivers prior to entry into the parking garage; and vehicles would not stop (or queue) along Capp Street resulting in increased traffic congestion along the street or nearby intersections.

Project Improvement Measure I-TR-3: Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips

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

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

1. **Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point-of-contact for all

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

The TDM Coordinator shall be in charge of maintaining a log (inventory) of complaints from neighbors, including Marshall Elementary School; and the project sponsor/property owner will work with the neighbors to address unforeseen problems, and to maintain an ongoing, constructive relationship with neighboring residents and businesses.

2. Provide Transportation and Trip Planning Information to Building Occupants:

a. *Move-in packet*: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes can be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional mobile- or web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, as well as San Francisco Bicycle and Pedestrian maps upon request.

b. *New-hire packet*: Require the retail tenants to provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes can be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, as well as San Francisco Bicycle and Pedestrian maps upon request.

c. *Posted information:* A local map and transit information could be installed on-site in a prominent and visible location, such as in a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destination and commercial corridors.

Project Improvement Measure I-TR-4: Installation of Traffic-Calming Devices at Basement Garage Exiting Lane

As an improvement measure to reduce potential conflicts between vehicles exiting the basement garage, and pedestrians traveling along the western sidewalk of Capp Street, the project sponsor shall install appropriate traffic calming devices (e.g., speed bump, rumble strips, "slow speed" signage, etc.) at the exiting travel lane along the garage driveway to reduce vehicle speeds of existing vehicles traveling out of the basement parking garage, and to further reduce potential vehicle-pedestrian conflicts.

Project Improvement Measure I-TR-5: Coordination of Move-In/Move-Out Operations, Large Deliveries, and Garbage Pick-Up Operations

To reduce the potential for parking of delivery vehicles in the travel lane adjacent to the curb lane on 16th, Mission, or Capp streets (in the event that the on- and off-street loading spaces are occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. For retail/restaurant uses, appropriate delivery times shall be scheduled and shall be restricted to occur before 7:00 a.m., and between the hours of 10:00 a.m. and 2:00 p.m., and no deliveries shall occur after 3:00 p.m. to avoid any conflicts with vehicle traffic and pedestrians associated with the nearby Marshall Elementary School.

The project sponsor shall enforce strict truck-size regulations for use of the off-street loading spaces in the proposed freight-loading area. Truck lengths exceeding 35 feet shall be prohibited from entering the parking garage, and shall use existing on-street loading spaces along 16th Street, adjacent to the project site. Appropriate signage shall be installed at the parking garage entrance to notify drivers of truck-size regulations, and to notify drivers of on-street loading spaces on 16th Street. The project sponsor shall notify building management and related staff, and retail/restaurant tenants of imposed truck-size limits in the proposed freight loading area.

Appropriate move-in/move-out and loading procedures shall be enforced to avoid any blockages of any streets adjacent to the project site over an extended period of time, and reduce any potential conflicts between other vehicles and users of adjacent streets, as well as movers and pedestrians walking along 16th, Mission, and Capp streets. Curb parking on 16th, Mission, or Capp streets shall be reserved through SFMTA, or by directly contacting the local 311 service.

Project sponsor shall coordinate with Recology and enforce strict garbage pick-up periods. Such pick-up times shall be restricted to occur before 7:00 a.m., and between the hours of 10:00 a.m. and 2:00 p.m., and no garbage pick-up activities shall occur after 3:00 p.m. to avoid any conflicts with vehicle traffic and pedestrians associated with the nearby Marshall Elementary School.

Project Improvement Measure I-TR-6: Construction Truck Deliveries During Off-Peak Periods

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

As required, the project sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction, or which later become known.

Project Improvement Measure I-TR-7: Construction Management Plan

In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

- *Carpool and Transit Access for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.

Project Improvement Measure I-AQ-1: Construction Emissions Minimization Plan

A. Prior to issuance of a construction permit, the project sponsor should submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist. The Plan should specify the extent to which the following measures are feasible and have been incorporated into the construction contracts:

1 All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities should meet the following requirements:

a. Where access to alternative sources of power are available, portable diesel engines should be prohibited; and

b. All off-road equipment should have:

i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, and that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), or

ii. Engines that meet Tier 3 off-road emission standards, or to the extent feasible, engines that meet Tier 4 off-road emission standards.

2 The project sponsor should require that the idling time for off-road and on-road equipment be limited to no more than 2 minutes, and that construction operators properly maintain and tune equipment in accordance with manufacturer's specifications.

3 The Plan should be updated quarterly, and include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but are not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model,

manufacturer, ARB verification number level, and installation date and hour meter reading on installation date.

4 The Plan should be kept on-site and available for review by any persons requesting it, and a legible sign should be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor should provide copies of Plan to members of the public as requested.