



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

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Date: February 8, 2017
Case No.: 2015-005848ENV
Project Title: **1629 Market Street Mixed-Use Project**
Zoning: NCT-3 (Moderate Scale Neighborhood Commercial Transit District)
and P (Public) Zoning Districts
40-X & 85-X Height and Bulk Districts
Block/Lot: 3505/001, 007, 008, 027, 028, 029, 031, 031A, 032, 032A, 033, 033A, 034,
035
Lot Size: 97,617 square feet (2.2 acres)
Project Sponsor: Strada Brady, LLC
William Goodman, 314.276.0707
Lead Agency: San Francisco Planning Department
Staff Contact: Debra Dwyer – 415.575.9031
debra.dwyer@sfgov.org

INTRODUCTION

This notice provides a summary description of the proposed project; identifies environmental issues anticipated to be analyzed in the Initial Study (IS) and Environmental Impact Report (EIR); and provides the time, date, and location of the public scoping meeting (see page 21 for information on the public scoping meeting). The comments received during the public scoping process will be considered during the preparation of the IS and EIR for this project.

PROJECT SUMMARY

The project sponsor, Strada Brady, LLC, proposes a mixed-use project fronting on Market Street between Brady and 12th Streets. The proposed project would demolish the existing United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry (UA) Local 38 building, located at 1621 Market Street, demolish the majority of the Lesser Brothers Building, located at 1629–1637 Market Street, rehabilitate the Civic Center Hotel, located at 1601 Market Street, for residential and retail/restaurant uses, and demolish the 242-space surface parking lots on the project site. The proposed project would construct a new four-story, 58-foot-tall, 27,300-square-foot UA Local 38 building, as well as a 10-story, 85-foot-tall, 187,100-square-foot addition to the Lesser Brothers Building at the corner of Brady and Market Streets containing 198 residential units and 6,600 square feet of ground-floor retail/restaurant space.^{1,2} A 10-story, 85-foot-tall, 118,300-square-

¹ Square footages presented for the proposed project are approximate.

² Building heights for the existing buildings and the proposed project do not include rooftop mechanical penthouses. In accordance with *Planning Code* Section 260(b)(1)(B), elevator, stair, and mechanical penthouses would be a maximum of 16 feet in height above the roof line.

foot residential building containing 136 residential units and 2,500 square feet of ground-floor retail/restaurant would be constructed on Market Street between the new UA Local 38 building and the mixed-use building at the corner of Brady and Market Streets. A nine-story, 85-foot-tall, 74,700-square-foot residential building containing 78 residential units would be constructed to the east of the Brady Open Space at the end of Colton Street. The five-story, 55-foot-tall Civic Center Hotel would be rehabilitated to contain 65 residential units and 4,000 square feet of ground-floor retail/restaurant, and a new six-story, 68-foot-tall, 50,900-square-foot Colton Street Affordable Housing building containing up to 107 affordable units would be constructed south of Colton Street as part of the proposed project. The proposed project would construct the new 18,300-square-foot Brady Open Space at the northeast corner of Brady and Colton Streets. In addition, the proposed project would include an approximately 30-foot-deep, two-level, below-grade garage with up to 316 parking spaces accessible from Brady and Stevenson Streets. Overall, the proposed project would include construction of 498,100 square feet of residential use, 27,300 square feet of union facility use, 13,000 square feet of ground-floor retail/restaurant use, and 31,600 square feet of publicly-accessible and residential open space.

PROJECT LOCATION AND SITE CHARACTERISTICS

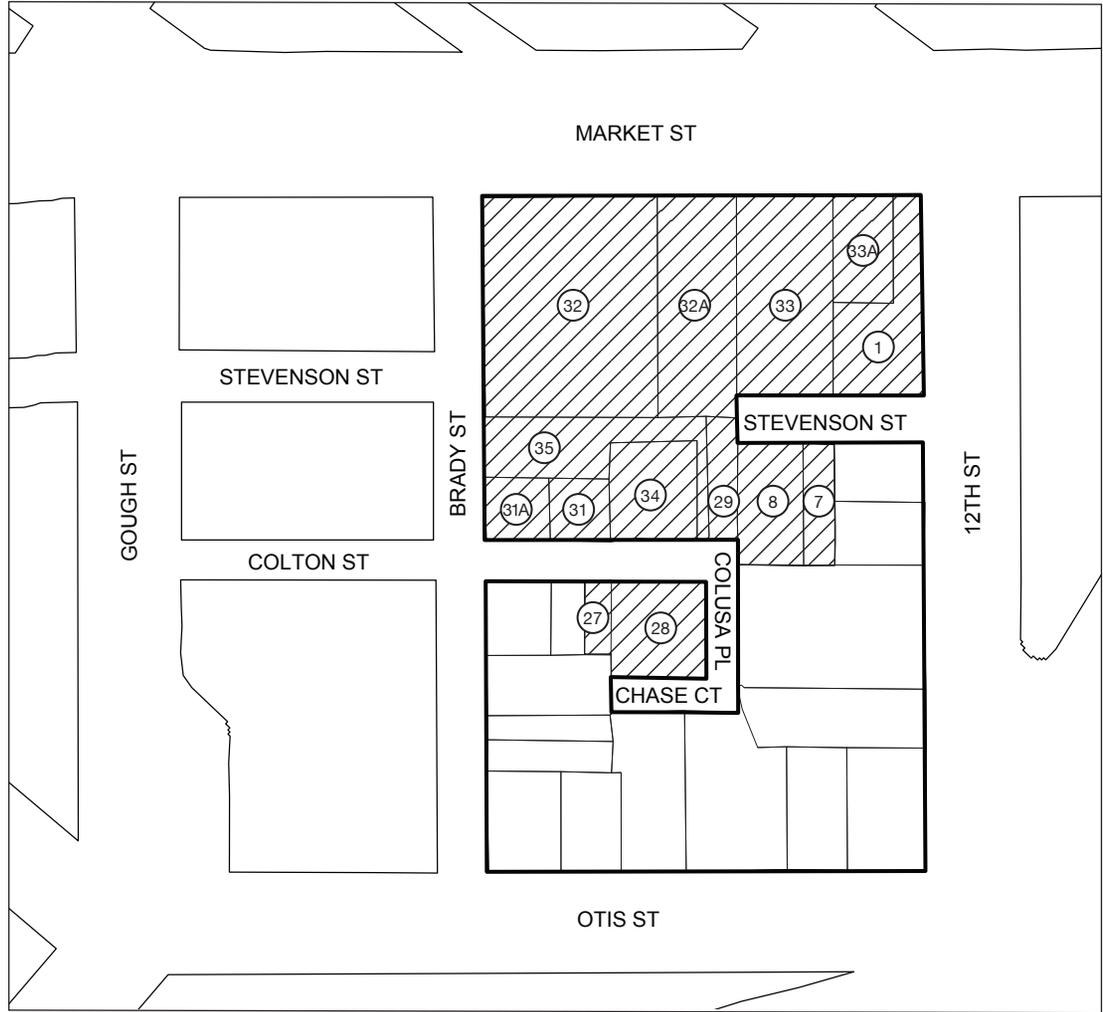
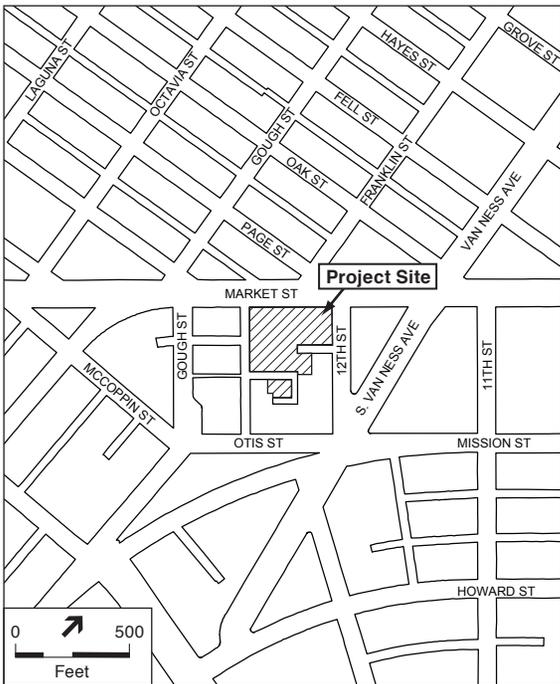
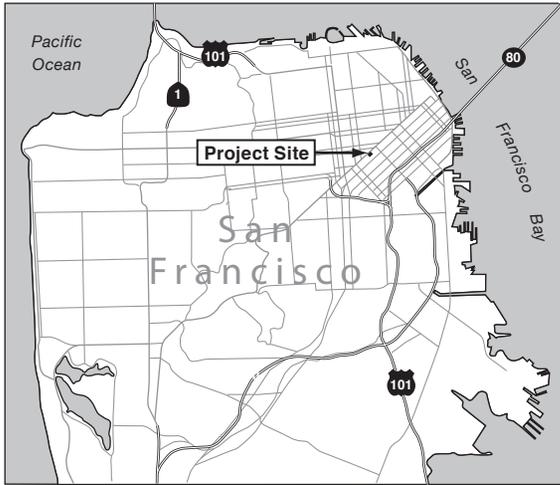
The approximately 97,617-square-foot (2.2-acre) project site (Assessor's Block 3505, Lots 001, 007, 008, 027, 028, 029, 031, 031A, 032, 032A, 033, 033A, 034, and 035) is on the block bounded by Market, 12th, Otis, and Brady Streets within the boundaries of San Francisco's Market & Octavia Area Plan, an area plan of the *San Francisco General Plan (General Plan)*. The project site includes a Bay Area Rapid Transit District (BART)-owned parcel that contains a ventilation structure for the below-grade BART tunnel. Stevenson Street, perpendicular to 12th Street, separates Lots 007 and 008 from the lots to the north fronting on Market Street (Lots 001, 033, 033A). Colton Street, perpendicular to Brady Street, turns south into Colusa Place in the middle of the block, then west into Chase Court and wraps around Lots 027 and 028 (see **Figure 1**).

The project site is primarily located within the NCT-3 (Moderate-Scale Neighborhood Commercial Transit District) Zoning District. However, the southwestern portion of the site north of Colton Street, occupying approximately 20,119 square feet, is in a P (Public) Zoning District. The P Zoning District is designated in the Market & Octavia Area Plan as the location for a planned open space, referred to as the Brady Open Space. The portions of the project site to the north and east of the planned Brady Open Space are located within an 85-X height and bulk district, while the portion to the south is located within a 40-X height and bulk district.³

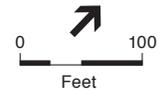
The project site is currently occupied by four surface parking lots, a BART ventilation structure, as well as three buildings: the Civic Center Hotel, built in 1915; the UA Local 38 building, built in 1923 and extensively remodeled in 1964; and the Lesser Brothers Building, built in 1925. The Civic Center Hotel occupies the entirety of Lot 001 as a five-story, 55-foot-tall, 40,000-square-foot, building, with pedestrian access from 12th Street.⁴ The Civic Center Hotel is temporarily serving as a Navigation Center, and while acting as such, is housing up to 140 transitional occupants supported with up to 14 employees at a single time. The existing UA

³ Following San Francisco convention, Market Street and streets parallel to it are considered to run east/west, while 12th Street and streets parallel to it are considered to run north/south.

⁴ Building heights for the existing buildings and the proposed project do not include rooftop mechanical penthouses. In accordance with *Planning Code* Section 260(b)(1)(B), elevator, stair, and mechanical penthouses would be a maximum of 16 feet in height above the roof line.



-  Project Site
-  Lot Numbers
-  Assessor's Block



SOURCE: ESA, 2016

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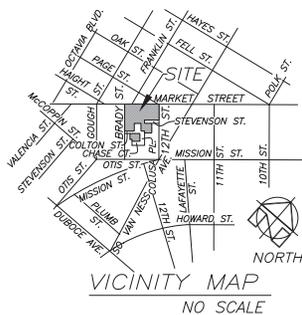
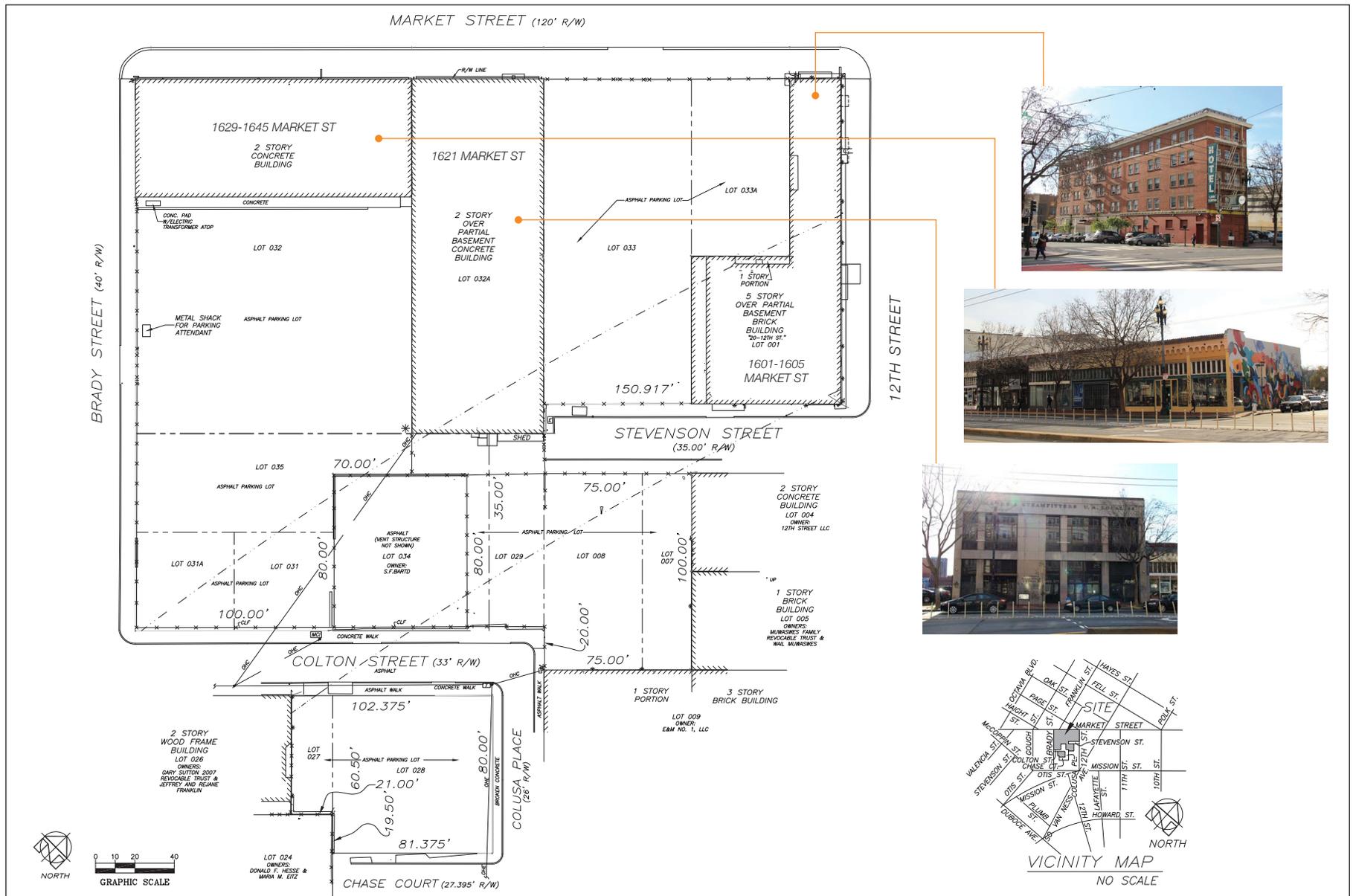
Figure 1
Project Location

Local 38 building, located on Lot 032A, is a two-story, 35-foot-tall, 24,100-square-foot building containing offices and an assembly hall for the UA Local 38. The building covers the entire lot, and pedestrian access is available from Market Street. A surface parking lot (Lots 033 and 033A), accessible via a curb cut on Market Street, containing 69 off-street vehicle parking spaces is located adjacent to the existing UA Local 38 building. The Lesser Brothers Building, located on Lot 032, is a one-story, 20-foot-tall, 25,300-square-foot building. The building fronts on Market Street and covers approximately one-third of the lot. A surface vehicle parking lot (Lots 031, 031A, 032, and 035), accessible via a curb cut on Brady Street, extends south of the building to Colton Street and contains 95 off-street vehicle parking spaces. Another surface parking lot (Lots 007, 008, and 029), accessible via a curb cut on Colton Street, containing 39 off-street vehicle parking spaces is located on the project site south of Stevenson Street. A surface parking lot (Lots 027 and 028), accessible via a curb cut on Colton Street, containing 39 off-street vehicle parking spaces is also located on the project site, bounded by Colton Street to the north, Colusa Place to the east, and Chase Court to the south. The BART ventilation structure is located on Lot 34 in between the two surface parking lots south of Stevenson Street and north of Colton Street.

PROPOSED PROJECT

The proposed project would demolish the existing UA Local 38 building, demolish the majority of the Lesser Brothers Building, and rehabilitate the Civic Center Hotel (see **Figure 2**). The proposed project would also include construction of a new four-story, 58-foot-tall, 27,300-square-foot UA Local 38 building, as well as a 10-story, 85-foot-tall, 187,100-square-foot addition to the 20-foot-tall Lesser Brothers Building (see **Figure 3**, Building A) containing 198 residential units and 6,600 square feet of ground-floor retail/restaurant space.⁵ A 10-story, 85-foot-tall, 118,300-square-foot mixed-use building (see **Figure 3**, Building B) containing 136 residential units and 2,500 square feet of ground-floor retail/restaurant space would be constructed on Market Street between the new UA Local 38 building and Building A. The five-story, 55-foot-tall, 67,200-square-foot Civic Center Hotel would be rehabilitated (see **Figure 3**, Building C) to contain 65 residential units and 4,000 square feet of ground-floor retail/restaurant space. A nine-story, 85-foot-tall, 74,700-square-foot residential building (see **Figure 3**, Building D) containing 78 residential units would be constructed south of Buildings A, B, and C and north of Colton Street. A new six-story, 68-foot-tall Colton Street Affordable Housing building containing up to 107 affordable units would be constructed south of Colton Street as part of the proposed project. The proposed project would seek an amendment to the Height and Bulk Map to change the height and bulk designation of the affordable housing portion of the project site from 40-X to 68-X. Overall, the proposed project would include construction of 498,100 square feet of residential use that would contain up to 477 residential units (including market-rate units and affordable units as required to meet on-site inclusionary requirements under *Planning Code* Section 415), as well as up to 107 affordable units in the Colton Street Affordable Housing building. In addition, the proposed project would construct 27,300 square feet of union facility use, 13,000 square feet of ground-floor retail/restaurant space along Market, 12th, and Brady Streets in Buildings A, B, and C, and 31,600 square feet of publicly-accessible and residential open space (see **Figures 3 through 8** and **Table 1**). The residential unit breakdown for the 477 units would consist of approximately 103 studio units (21.6 percent), 180 one-bedroom units (37.7 percent), and 194 two-bedroom units (40.6 percent).

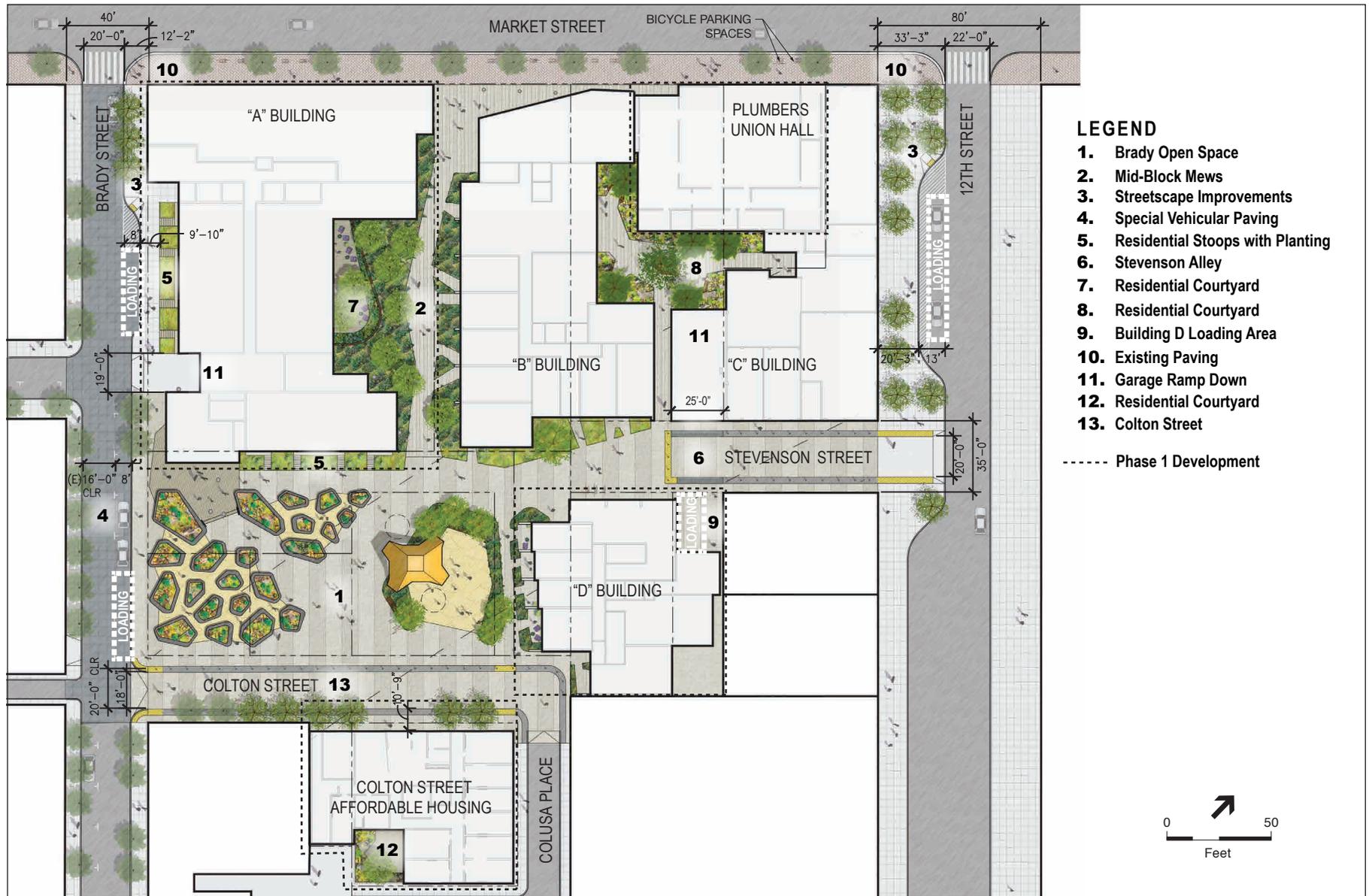
⁵ Building heights for the existing buildings and the proposed project do not include rooftop mechanical penthouses. In accordance with *Planning Code* Section 260(b)(1)(B), elevator, stair, and mechanical penthouses would be a maximum of 16 feet in height above the roof line.



SOURCE: Martin M. Ron Associates; Christopher VerPlanck, 2016

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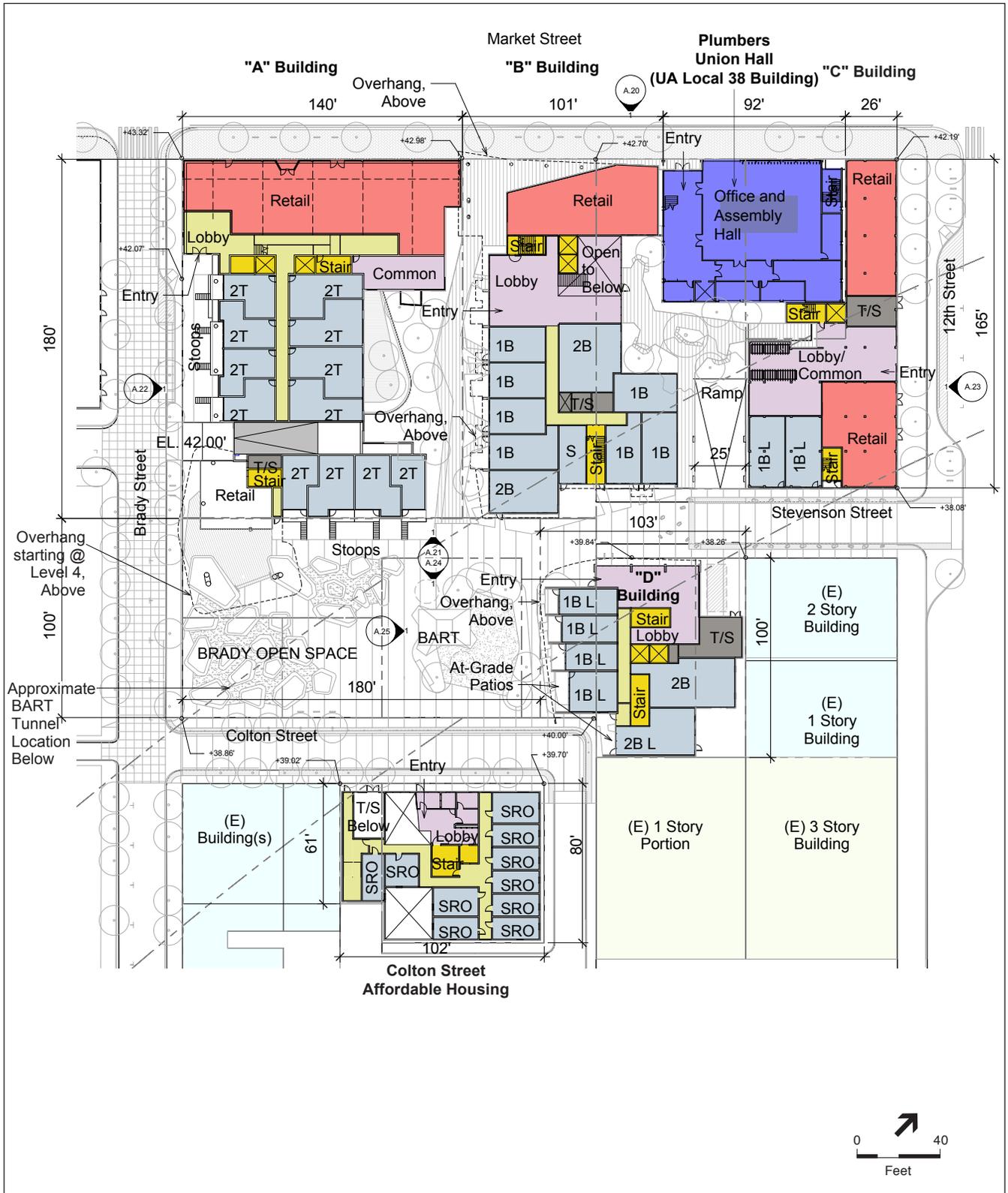
Figure 2
Existing Site Plan



SOURCE: David Baker Architects, Kennerly Architecture & Planning, and Conger Moss Guillard Landscape Architecture, 2016

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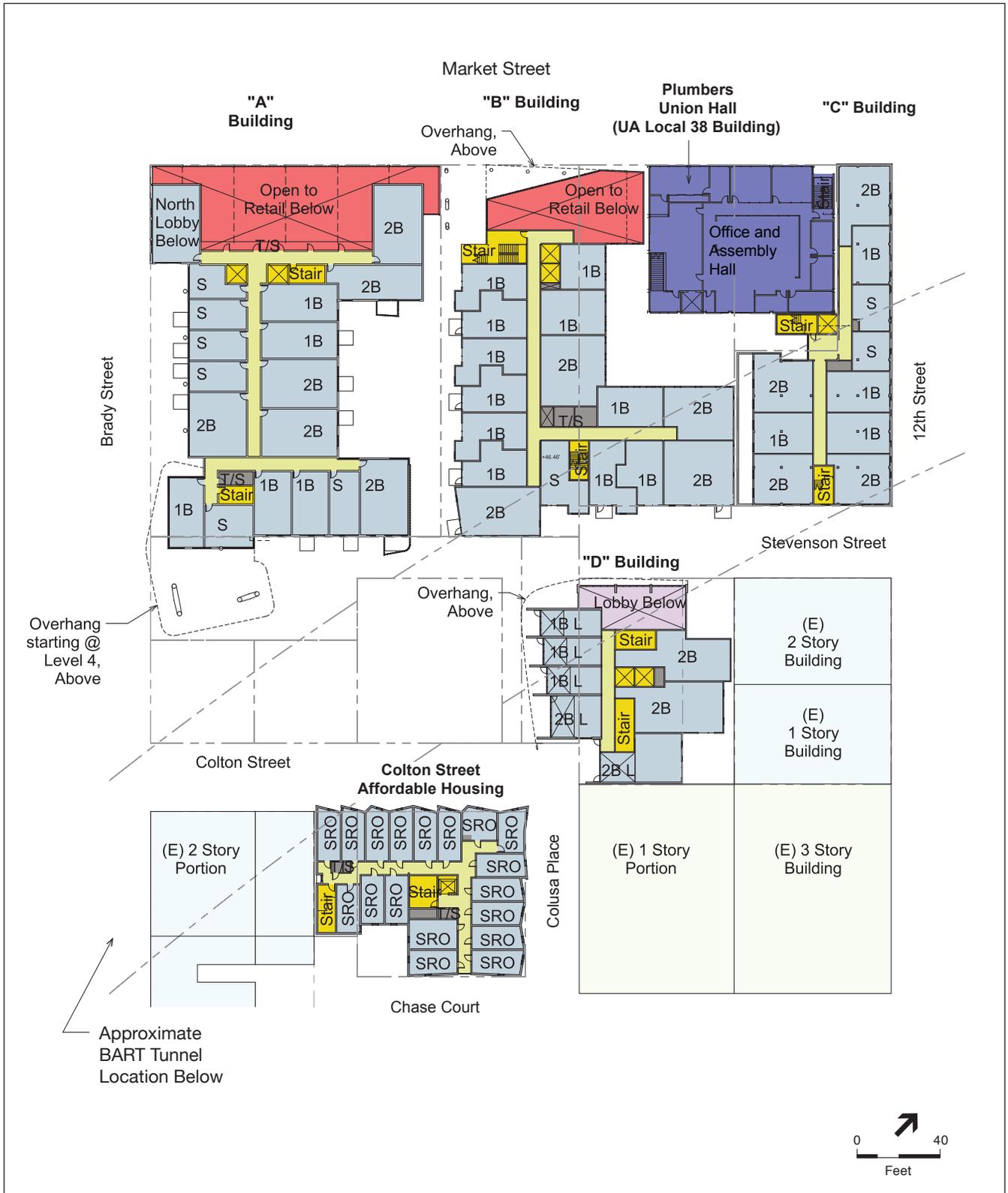
Figure 3
Proposed Site Plan



SOURCE: Kennerly Architecture & Planning, 2016

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Figure 4
Ground Floor Plan



SOURCE: David Baker Architects and Kennerly Architecture & Planning, 2016 — 1629 Market Street: Case No. 2015-005848ENV

Figure 5
2nd Floor Plan



SOURCE: David Baker Architects and Kennerly Architects, 2016

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Figure 6
North Elevation at Market Street



SOURCE: David Baker Architects, and Kennerly Architecture & Planning, 2016

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Figure 7
East Elevation at 12th Street



SOURCE: David Baker Architects, and Kennerly Architecture & Planning, 2016

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Figure 8
South Elevation at Brady Square Park

TABLE 1 PROPOSED PROJECT CHARACTERISTICS

Proposed Use	Description	Approximate Square Feet (sf) ^a
RESIDENTIAL ^{b, c}		498,100 sf
Building A	198 residential units	187,100 sf
Building B	136 residential units	118,300 sf
Building C	65 residential units	67,200 sf
Building D	78 residential units	74,700 sf
Colton Street Affordable Housing	Up to 107 affordable units	50,900 sf
RETAIL/RESTAURANT		13,000 sf
Building A	Floors 1 and 2 fronting Market Street and a rear portion of Floor 1 fronting Brady Street	6,600 sf
Building B	Floors 1 and 2 fronting Market Street	2,500 sf
Building C	Floor 1 fronting 12th Street	4,000 sf
Building D	—	—
PLUMBERS UNION HALL		27,300 sf
OPEN SPACE		Residential and Publicly-Accessible Open Space ^d
<i>Residential Private and Common Open Space</i>		31,600 sf
	Common	6,700 sf
	Private – provided for 18 units	1,440 sf
Building A	Common – roof deck	4,600 sf
	Private – provided for 7 units	560 sf
Building B	Private – provided for 7 units	560 sf
Building C	N/A	—
Building D	Common – roof deck	1,500 sf
	Private – provided for 4 units	320 sf
Colton Street Affordable Housing	Common	600 sf
<i>Privately-owned, Publicly-Accessible Open Space</i>		23,500 sf
Brady Open Space	Accessible from Market, Brady, and Colton Streets	18,300 sf
Mid-block Alley	At Market Street between Buildings A and B	5,200 sf
COMBINED PROJECT		
Total Site Area	Area of parcels at ground level	97,617 sf (2.2 acres)
Total Publicly-Accessible Open Space	Brady Open Space and Mid-block Alleys	23,500 sf
Total Residential Common Open Space	Roof decks (Buildings A and D, Courtyard Areas)	6,700 sf
Total Vehicle Parking	Buildings A and B, Below-grade Levels 1 and 2—up to 316 spaces (some of which may include stackers), including 3 car-share spaces and 7 ADA-accessible spaces	—
Total Loading Spaces	6 on-street loading spaces; 4 off-street commercial loading spaces; 1 on-site move in/move out space (Building D)	10
Total Class 1 Bike Parking Spaces	231 spaces	—
Total Class 2 Bike Parking Spaces	42 spaces ^e	—

SOURCE: David Baker Architects and Kennerly Architects, September 2016.

- Square footages may not add up to the totals shown since the numbers are rounded.
- Includes amenity, circulation, and service space.
- The 477 residential units would include affordable units as required to meet on-site inclusionary requirements under *Planning Code* Section 415.
- Exact square footage for private residential open space is provided based on the 80-square-foot minimum per dwelling unit per Section 731.93 of the *Planning Code*.
- These bicycle spaces would be provided on sidewalks adjacent to the project site. The placement of the bicycle racks would comply with the San Francisco Municipal Transportation Agency (SFMTA) rack placement guidelines.

Open Space

The proposed project would provide privately-owned, publicly-accessible open space with the planned 18,300-square-foot Brady Open Space at the northeast corner of Brady and Colton Streets. The BART ventilation structure would remain in place within the Brady Open Space, but would be enclosed with a sculptural art installation. In addition, the proposed project would provide a 5,200-square-foot privately-owned, publicly-accessible mid-block alley between Buildings A and B accessible via Market Street that would connect to the Brady Open Space. Buildings A and D would provide additional common open space for residents on the rooftops and in courtyards, and the Colton Street Affordable Housing building would also provide common open space in an inner courtyard, for a total of 6,700 square feet of common open space in the proposed project. In addition, Buildings A, B, and D would provide private open space in the form of 80-square-foot terraces or decks for 18 units, totaling approximately 1,440 square feet of private open space.

Parking, Bicycle, and Loading Facilities

The proposed project would remove the existing curb cuts along Market, Brady, and Colton Streets and create a new approximately 19-foot-wide curb cut and garage opening on Brady Street (at Stevenson Street). The proposed project also would create a new approximately 25-foot-wide curb cut on Stevenson Street, approximately 140 feet west of the intersection of Stevenson and 12th Streets, that would provide access to the two-level vehicle parking garage located under Buildings A and B. In addition, access into Stevenson Street from 12th Street would be provided via an approximately 20-foot-wide curb cut through a sidewalk bulb out on 12th Street. The parking area under Building A would contain a total of 142 vehicle parking spaces (some of which may include the use of stackers) for residents and retail/restaurant uses, as well as the UA Local 38 building. The parking area under Building B would contain 174 vehicle parking spaces (some of which may include the use of stackers). Therefore, the proposed project would provide a total of 316 vehicle parking spaces, including seven ADA-accessible spaces and three car-share spaces.

A secure bicycle room on Level 1 of the parking garage proposed under Building A would accommodate 231 Class 1 bicycle parking spaces. In addition, 42 Class 2 bicycle spaces would be provided on sidewalks adjacent to the project site, including on Market, Brady, 12th, and Colton Street sidewalks. The placement of the bicycle racks would comply with the San Francisco Municipal Transportation Agency (SFMTA) rack placement guidelines.

The proposed project would provide on-street and on-site loading spaces. Ten loading spaces would be provided on streets adjacent to the project site for the proposed project. A 100-foot commercial/passenger loading zone (five spaces) would be provided on the west side of 12th Street, a 60-foot commercial/passenger loading zone (three spaces) would be provided on the east side of Brady Street north of Stevenson Street, and 40-foot commercial/passenger loading zone (two spaces) would also be provided on the west side of Brady Street north of Colton Street. In addition, two full-size off-street loading spaces would be provided in the parking garage under Building A, and two would also be provided in the parking garage under Building B. An on-site designated move-in/move-out loading space would also be provided adjacent to Building D.

Landscaping and Streetscape Improvements

As part of the proposed project, the 29 existing street trees along Market, Brady, Colton, and 12th Streets would be retained or replaced. According to *Planning Code* Section 138.1(c)(1), the project sponsor would be

required to retain and/or plant 50 trees on street frontages adjacent to the project site.⁶ All new and/or replacement trees on frontages adjacent to the project site would be planted in accordance with the standards set forth in *Planning Code* Section 138.1(c)(1) and the *Better Streets Plan*. If San Francisco Public Works (Public Works) determines that planting the full complement of required street trees would not be feasible due to site constraints or other reasons, the project sponsor may request a waiver to this requirement from the Zoning Administrator (*Planning Code* Section 138.1(c)(1)(C)(iii)).

Foundation and Excavation

The proposed project would entail excavation to a maximum depth of approximately 30 feet to accommodate the two below-grade parking levels and foundation. Phase 1 excavation would total up to approximately 39,700 cubic yards, and Phase 2 would total up to approximately 23,700 cubic yards. The proposed project is anticipated to be constructed on a mat foundation. As discussed in the geotechnical report, impact pile driving is not anticipated as part of the proposed project.⁷

The central portion of the project site is located over the underground tunnels for the BART system and all of the proposed buildings are located within the BART Zone of Influence (ZOI). Therefore, the proposed project is subject to BART permit review procedures and guidelines for construction over its facilities.

Project Construction Phases

The proposed project would be constructed in two phases. Phase 1 would include construction of the Colton Street Affordable Housing building, the new UA Local 38 building, and Building D, all of which would be located on existing surface parking lots. In addition, Building A, including the two-level, below-grade parking garage would also be constructed during Phase 1. The two-level, below-grade parking garage under Building B would be completed in Phase 2. Construction of Building A would entail demolition of the majority of the Lesser Brothers Building and construction of a 10-story addition behind the portion of the façade along Market Street proposed to be retained. Residents of the Civic Center Hotel would remain onsite during Phase 1 construction, as would employees of the UA Local 38 building. Following the completion of Phase 1 construction, the new buildings would be available for occupancy and current long-term residents of the Civic Center Hotel would have the opportunity to move and relocate into the new Colton Street Affordable Housing building. Phase 2 construction would entail demolition of the existing UA Local 38 building and the construction of Building B and its below-grade parking garage, and the rehabilitation of the Civic Center Hotel (Building C) into a mixed-use building with residential use over ground-floor retail/restaurant. Upon completion of the proposed project, the two garage areas under Buildings A and B would be connected and result in one garage, with access from Brady and Stevenson Streets.

Construction Schedule

The construction duration for the entire proposed project is estimated to require a total of 44 months. Phase 1 would require 21 months and is anticipated to begin in March 2018, with initial occupancy anticipated to occur

⁶ *Planning Code* Section 138.1(c)(1) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.

⁷ Langan Treadwell Rollo, *Preliminary Geotechnical Investigation, 1629 Market Street*, July 5, 2016.

by January 2020. Phase 1 would involve demolition and site preparation (including grading and excavation) that would take approximately five months, followed by foundation and below-grade construction requiring two months, then building construction, paving, and architectural coatings would require an additional eleven months, with completion of interiors taking an additional four months.

Phase 2 of the proposed project is anticipated to begin in January 2020 and require 23 months for completion, anticipated by November 2021. Phase 2 would involve demolition and site preparation (including grading and excavation) and would take approximately six months, followed by foundation and below-grade construction requiring two months, then building construction, paving, and architectural coatings would require an additional nine months, with completion of interiors completion taking an additional four months.

APPROVALS REQUIRED FOR THE PROPOSED PROJECT

Planning Commission

- Certification of the Environmental Impact Report, and adoption of findings under CEQA.
- Adoption of findings of consistency with the *General Plan* and priority policies of *Planning Code* Section 101.1.
- Recommendation to the Board of Supervisors of an amendment to the Height and Bulk Map to change the height and bulk designation of the affordable housing portion of the project site from 40-X to 68-X.
- Recommendation to the Board of Supervisors of an amendment to the Zoning Use District Map (rezoning) to reflect the reconfigured open space parcel for the Brady Open Space.
- Recommendation to the Board of Supervisors of amendments to the Market & Octavia Area Plan including to Map 1 Land Use Districts, Map 3 Height Districts, and Policy 7.2.5 to reflect the updated proposed plan for the Brady Open Space.
- Recommendation to the Board of Supervisors of a Special Use District to reflect other Code compliance and phasing issues on a site-wide basis, such as open space and narrow street setbacks.
- Recommendation to the Board of Supervisors of a Development Agreement with respect to the project sponsor's commitment to develop supportive affordable housing as part of the proposed project and to develop and maintain the Brady Open Space.
- Approval of Conditional Use Authorization/Planned Unit Development from the Planning Commission per *Planning Code* Sections 303 and 304 to permit development of a large lot (10,000 square feet and above) and large non-residential use (6,000 square feet and above), and to provide exceptions to the *Planning Code* requirements for: rear yard, dwelling unit exposure, active street frontage, loading, and measurement of height, including adoption of the Mitigation Monitoring Reporting Program as part of the conditions of approval.
- *General Plan* referral for sidewalk widening.

Board of Supervisors

- Adoption of findings under CEQA.
- Adoption of findings of consistency with the *General Plan* and priority policies of *Planning Code* Section 101.1.

- Approval of an amendment to the Height and Bulk Map to change the height and bulk designation of the affordable housing portion of the project site from 40-X to 68-X.
- Approval of an amendment to the Zoning Use District Map (rezoning) to reflect the reconfigured open space parcel for the Brady Open Space.
- Approval of amendments to the Market & Octavia Area Plan including to Map 1 Land Use Districts, Map 3 Height Districts, and Policy 7.2.5 to reflect the updated proposed plan for the Brady Open Space.
- Approval of Special Use District to reflect other *Planning Code* compliance issues on a site-wide basis, such as open space and narrow street setbacks.
- Approval of a Development Agreement with respect to the project sponsor's commitment to develop affordable housing as part of the proposed project and to develop and maintain the Brady Open Space.
- Approval of sidewalk widening legislation.

Department of Building Inspection

- Review and approval of demolition, grading, and building permits.
- If any night construction work is proposed that would result in noise greater than five dBA above ambient noise levels, approval of a permit for nighttime construction is required.
- Permit to provide in-kind replacement of the 71 Single Room Occupancy units that are designated as Residential Hotel Units.

San Francisco Public Works

- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping.
- Approval of a permit to remove and replace street trees adjacent to the project site.
- Approval of construction within the public right-of-way (e.g., curb cuts, bulb-outs and sidewalk extensions) to ensure consistency with the *Better Streets Plan*.
- Approval of parcel mergers and new subdivision maps.
- Recommendation of sidewalk widening legislation.

San Francisco Municipal Transportation Agency

- Approval of the placement of bicycle racks on the sidewalk, and of other sidewalk improvements, by the Sustainable Streets Division.
- If any portion of the public right-of-way is used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a special traffic permit from the Sustainable Streets Division.
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the *Better Streets Plan*.
- Approval of designated color curbs for on-street loading along Brady and Stevenson Streets.

San Francisco Public Utilities Commission

- Approval of any changes to sewer laterals (connections to the City sewer system).
- Approval of an Erosion and Sediment Control Plan, in accordance with Article 4.1 of the *San Francisco Public Works Code*.
- Approval of post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines.

San Francisco Department of Public Health

- Approval of an Enhanced Ventilation Proposal as required pursuant to Article 38 of the *Health Code*.
- Approval of a Dust Control Plan as required pursuant to Article 22B of the *Health Code*.
- Approval of a Work Plan for Soil and Groundwater Characterization and, if determined necessary by the Department of Public Health, a Site Mitigation Plan, pursuant to Article 22A of the *Health Code*.

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. The Planning Department will prepare an initial study (IS) and focused environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project. These studies will assess both project-specific and cumulative impacts for all topics. As required by the California Environmental Quality Act (CEQA), the EIR will further examine those issues identified in the IS to have potentially significant effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to a less-than-significant level. The IS will be published along with the Draft EIR as an appendix. The EIR also will evaluate a No Project Alternative, which will assume no change to the existing conditions on the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

As part of the review process under CEQA, the Planning Department will convene a public scoping meeting at which public comment will be solicited on the issues that will be covered in the EIR (see "Public Scoping Meeting" on page 21 for more details). It is anticipated that the EIR will address environmental topics including historic architectural cultural resources and transportation and circulation. Environmental impacts related to land use and land use planning, population and housing, cultural resources including tribal cultural resources, subsurface cultural (archeological) resources, and human remains, noise, air quality, greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources are anticipated to be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR. The environmental issues to be addressed are described briefly below. The project meets all of the requirements of a transit-oriented infill development project under Senate Bill 743; therefore, aesthetics and parking shall not be considered in determining if the project has the potential to result in significant environmental effects. However, visual simulations will be included within the project description of the EIR for reference.

Land Use and Planning

The topic of Land Use and Land Use Planning will describe existing land uses on and near the project site and analyze whether the proposed project would physically divide an established community or result in land use conflicts within the Market & Octavia Area Plan area and vicinity.

Population and Housing

The topic of Population and Housing will include analysis of the proposed project's potential impact related to population, employment and housing, and residential displacement.

Cultural Resources

Two of the three buildings on the project site—the Civic Center Hotel at 1601–05 Market Street and the Lesser Brothers Building at 1629–45 Market Street, are considered historical resources for purposes of CEQA review. The proposed project would retain and rehabilitate the Civic Center Hotel and would demolish a majority of the Lesser Brothers Building, and would also demolish the third building, the UA Local 38 building, which is not a historical resource. The historic significance of the existing buildings and the proposed project's impacts on the two resources is the subject of a Historical Resources Evaluation (HRE) report, prepared by a qualified consultant and independently evaluated by the Planning Department's Preservation staff, who prepared a Historic Resources Evaluation Response (HREER). The EIR will summarize applicable portions of the HREER and the HRE, describe the historical resources on the project site, and identify potential impacts on these historic resources. The IS will analyze potential effects on tribal cultural resources, on subsurface cultural (archeological) resources, and on human remains.

Transportation and Circulation

The proposed project would generate new vehicle trips, resulting in additional vehicle miles traveled (VMT) to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and loading demand. A Transportation Impact Study will be prepared for the proposed project in accordance with the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and Planning Commission Resolution 19579 establishing VMT as the appropriate transportation review standard. The study will include an analysis of specific transportation impacts and mitigation measures associated with the proposed circulation scheme and construction-period transportation and circulation impacts. The EIR will summarize the findings of the transportation impact study. The EIR impact analysis will also analyze transit conditions, traffic hazards, pedestrian and bicycle conditions, freight loading, emergency vehicle access, and transportation-related construction and will discuss parking conditions for informational purposes. The EIR transportation analysis will also evaluate cumulative effects of anticipated development, transit, and streetscape improvements in the project vicinity.

Noise

The topic of Noise will include analysis of noise compatibility standards for residential and office land uses, and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be described, and the analysis will evaluate the potential for noise from the proposed project to adversely affect nearby sensitive land uses.

Air Quality

The topic of Air Quality will include analysis of consistency of the proposed project with applicable air quality plans and standards, the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants (TACs) that may affect sensitive populations, as well as the potential for the proposed project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational air pollutant emissions. The analysis will also summarize the results of a health risk assessment prepared to evaluate potential long-term health effects of emissions from both project construction and operation.

Greenhouse Gas Emissions

The topic of Greenhouse Gas Emissions will include an analysis of the proposed project's consistency with the City's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's greenhouse gas emissions could result in a significant effect on the environment.

Wind and Shadow

The topic of Wind will evaluate the potential to alter wind in a manner that substantially affects public areas. Based on a preliminary shadow fan analysis prepared by the Planning Department, no City parks or other publicly-accessible open space exists within the potential shadow area of the proposed project, and therefore no parks or open spaces would be affected by project shadow. The topic of Shadow will include an evaluation of the potential for the proposed project to result in shadow impacts on nearby sidewalks. In addition, for informational purposes the Shadow section will describe the potential for the proposed project to result in shadow on the project site itself, including the proposed Brady Open Space.

Recreation

The topic of Recreation will include an analysis of whether the proposed project could adversely affect existing parks and open spaces.

Utilities and Service Systems

The topic of Utilities and Service Systems will include analysis of potable water and wastewater treatment capacity, and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water supply, wastewater treatment, and/or stormwater drainage facilities, and if so, whether that construction could result in adverse environmental effects.

Public Services

The topic of Public Services will include analysis of whether existing public services (e.g., schools, police and fire protection, etc.) would be adversely affected by the proposed project so as to require new or physically altered facilities, the construction of which could cause significant impacts.

Biological Resources

The topic of Biological Resources will include analysis of any substantial adverse effect on important biological resources or habitats, such as trees or the movement of any native resident or migratory bird species.

Geology and Soils

The topic of Geology and Soils will include an analysis related to the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. Geology and Soils will also include an analysis as to whether or not the proposed project would substantially change the topography or any unique geologic or physical features of the site, or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. In addition, the analysis will also discuss plan review requirements with respect to construction atop the BART tunnels that pass beneath the project site. Specifically, because the project site is located within the BART zone of influence (ZOI), the proposed project plans would be subject to review by BART engineering, in addition to supporting documentation including but not limited to the geotechnical report, dewatering monitoring and recharging plans, a vibration monitoring plan, a foundation plan, and an excavation plan for any area within the ZOI.

Hydrology and Water Quality

The topic of Hydrology and Water Quality will assess the potential for the proposed project to violate water quality standards or waste discharge requirements or result in adverse effects to groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems. Finally, the analysis will consider the potential of the project to place housing within a flood hazard area.

Hazards and Hazardous Materials

This topic will analyze the potential for the proposed project to create a significant hazard to the public or the environment related to hazardous materials through the routine transport, use, or disposal of hazardous materials, or the emission or release of hazardous material into soils or groundwater, or interfere with an emergency response plan.

Mineral and Energy Resources

The topic of Mineral and Energy Resources will include analysis of potential project impacts on existing mineral and energy resources.

Agricultural and Forest Resources

The topic of Agricultural and Forest Resources will include analysis of potential project impacts on existing agricultural and forest resources.

Other CEQA Issues

The IS and EIR analysis will identify feasible mitigation measures intended to lessen or reduce significant environmental impacts of the proposed project. Pursuant to CEQA and the State CEQA Guidelines, the EIR

also will analyze a range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, including a Full Preservation Alternative and a No Project Alternative, as described in CEQA Guidelines Section 15126.6.

Other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts; significant irreversible impacts; any known controversy associated with environmental effects, mitigation measures, or alternatives; and issues to be resolved by the decision-makers also will be addressed.

FINDING

This project could have a significant effect on the environment and a focused environmental impact report will be prepared. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

PUBLIC SCOPING MEETING

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, the Planning Department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on March 1, 2017, at 6:00 p.m. at the American Red Cross building at 1663 Market Street, San Francisco. Written comments will also be accepted at this meeting and until 5:00 p.m. on Friday March 10, 2017. Written comments should be sent or emailed to Lisa M. Gibson, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or Lisa.Gibson@sfgov.org and should reference the project title and case number on the front of this notice.

State Agencies: If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is 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. If you have questions concerning environmental review of the proposed project, please contact Debra Dwyer at 415.575.9031.

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.

February 8, 2017
Date

Lisa M. Gibson
Lisa M. Gibson
Acting Environmental Review Officer

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